

**Annotated Bibliography**  
**Trail of Tears National Historic Trail**  
**In Illinois**



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## **Scope**

This annotated bibliography provides an overview of historical literature located in local, county, and regional university and state libraries relating to the Cherokee Trail of Tears in Illinois. As the subject was researched, the list expanded to include histories of Pope, Johnson and Union Counties, as well as the development of settlements and roads in early southern Illinois. The examination of family genealogies provided useful information. The Special Collections Research Center, located in Southern Illinois University Carbondale's Morris Library, contained the papers of several historians who spent much time in the first half of the twentieth century collecting local history concerning the Cherokee Trail of Tears.

The emphasis was on the southern Illinois region, and works on a national scale, whether on the topic of the Cherokee, the Trail of Tears, or settlement and road development, were not included.

## **Library Collections Examined**

Cairo Public Library, Cairo, IL  
Golconda Public Library, Golconda, IL  
Illinois State Historical Library, Springfield, IL  
Illinois State Map Library, Springfield, IL  
Illinois State Archives, Springfield, IL  
Illinois State Library, Springfield, IL  
Illinois State Historical Survey, Champaign IL  
Massac County Library, Metropolis, IL  
Morris Library, Southern Illinois University Carbondale, Carbondale, IL  
Morris Library Special Collections Research Center, Southern Illinois University Carbondale, Carbondale, IL  
Southern Illinois Genealogical Society Library, John A. Logan College, Carterville, IL  
Stinson Memorial Library, Anna, IL  
Vienna Carnegie Library, Vienna, IL

## **Organization**

This annotated bibliography is organized by subject, in order to make it easier for the user to find information concerning specific locations. The bibliography begins with works addressing the history of more than one county or the general region. The next section contains works primarily related to the development of early roads in southern Illinois. The following three sections are dedicated to the three counties the Cherokee passed through on their travels across southern Illinois. These sections are arranged geographically, from east to west, just as the Cherokee would have encountered them. These sections include a broad range of information, from family histories to agency reports. Information located in the Southern Illinois University Carbondale Special Collections Research Center was of a specialized nature, and as such, was assigned a separate section.

The entries contained within each section are alphabetized by the author's last name, and location information is included. Annotations accompany each entry. As the list was being assembled, it soon became apparent that many of the works were not easily accessible to most interested parties. A decision was made, therefore, to include the major relevant portions from each entry. Although this led to a much larger document, it enables the reader to easily gain an understanding of the region's history, specifically as it pertains to the period encompassing the Cherokee Removal in 1838-1839.

## Regional Works

**Adams, James Ernest. 1963. *An analysis of the population of southern Illinois in 1850*.** Carbondale, IL: Southern Illinois University. 78p. Thesis. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. qHI1967 A214

**Annotation:** The manuscript is composed of three chapters, each examining population data from the year 1850. The information is broken down into statewide, regional and county data. Chapter Two, while discussing migration routes to southern Illinois, contains some references to early roads in southern Illinois. The author on page 28, states that early American immigrants to southern Illinois found a network of Indian trails in this portion of the state. Adams continues on page 29, discussing the evolution of the road system in southern Illinois, which he finds a topic of sufficient magnitude for a separate work. He presents possible overland routes which figured in the immigration to and dispersion within southern Illinois, as well as a network of roads for internal transportation, which characterize the area during the period of study. The author has included four maps in order to present the roads to within southern Illinois. Pages 29-35 contain these maps and the author's discussion of each. Maps included are:

A map of Southern Illinois in 1856. from *A new map of the state of Illinois*. Philadelphia: Charles Desilver, 1856.

Main Roads, Canals and Railroads in 1849, from Buley, R. Carlyle. *The old Northwest pioneer period, 1815-1840*. Vol. 1. Indianapolis: Indiana. Historical Society, 1950. Inset between 446-447.

Dunbar, Seymour. *A history of travel in America*. Vol. 1. Indianapolis: Bobbs-Merrill Company, 1915. Inset 152-153.

A map of Southern Illinois in 1855, from *Illinois*. New York: J. H. Colton and Co. 1855.

Adams observes that no map could be found which detailed southern Illinois' network of trails. He also points out that many of the maps contain inaccuracies or omissions of interior routes. Other than a few references in the bibliography, the work is not significantly useful for this project.

**Allen, John W. 1968. *It happened in southern Illinois*.** Carbondale, IL: Area Services, Southern Illinois Univ. 400 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. F541 .A42

**Annotation:** This book, according to the author is "a random recording of the lore, legends and odd beliefs . . ." of the region. Sources or references are not cited, although the work is quite large and contains an extensive index. There is mention of Priscilla, the

quadroon slave traveling with the Cherokee on page 127. The few relevant passages are excerpted below.

The gravel road on the west side of Clear Creek leads past ... another bridge that crossed the creek at Dug Hollow, very near the place where the Cherokee Indians camped and died by hundreds on their forced march from their reservation in the Great Smokies to Oklahoma during the winter of 1838-1839. A short way east of the creek on Highway 146 is a bronze plaque which marks this as a place on the Trail of Tears. (p. 117-118)

It would be interesting to retrace on foot and camp along the Illinois portion of the Trail of Tears that the Cherokee Indians followed on their enforced removal from the Great Smokies to Oklahoma in the dead of winter in 1838-1839. The entire trek was a thousand miles long, too much for one group to attempt. The section from Golconda in Pope County to the Mississippi ferry point near Cape Girardeau would be an interesting section and a more convenient one. (p. 294-295)

**Allen, John W. 1963. Legends & lore of southern Illinois.** Carbondale, IL: Southern Illinois University, 1963. 404 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. F541 .A43 1963

**Annotation:** A collection of stories, first published as newspaper columns on regional history and local folkways, gathered by a well-known local educator, historian and author. John W. Allen (1887-1969) served as curator of History at Southern Illinois Normal University's Museum of Natural and Social Sciences, spending 50 years researching, lecturing and writing on local history, folklore, pioneer crafts and culture. Chapter 4 contains a general synopsis of the Cherokee removal on pages 114 – 116, with very limited mention of southern Illinois place names and events. Chapter 5 covers the topic of early travel and roadways, but makes no mention of the Golconda to Jonesboro Road. Two pages (259-260) are dedicated to the story of Priscilla, the young quadroon girl traveling as a slave with the Cherokee during the removal. Several paragraphs on pages 303-304 mention the establishment of Lusk's Ferry on the Ohio River at Golconda. The establishment of Lusk's Ferry, on the Ohio River at Golconda, is discussed on pages 303-304. Sources are not mentioned and the index, although extensive, leaves much to be desired.

**Biographical Publishing Co. [1893] 1975. The biographical review of Johnson, Massac, Pope and Hardin Counties Illinois: containing biographical sketches of prominent and representative citizens; also biographies of the presidents of the United States.** A facsimile of the original ed. reprinted by The Genealogy Society of Southern Illinois, with an introd. by Rachel C. Klein. Evansville, IN: Unigraphic. 733 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.3996 B615 1975

**Annotation:** The biographies contained within this text are quite extensive (one – two pages in length) and generally trace the subjects’ family history back two generations. It is this aspect, detailing much of the settlement history of the region, which is the basis for the text’s inclusion in this bibliography. Although no specific references to the Cherokee Removal of 1838/39 exist in the book, mention is found of a Dr. John A. Wasson, prominent practicing physician of southern Illinois, who fought in the Seminole War and “helped to gather up the Ridge party of Cherokee Indians for their new homes in the West” (pg 540). Roads or trails are mentioned a very few times. “William Simpson was one of the first settlers of the Territory of Illinois, locating about ten miles from Vienna, at the junction of the roads leading from Kaskaskia to Golconda and from Metropolis to Shawneetown” (p. 180), being the most specific reference. The town of Columbus is often mentioned as the site of several local businesses, and the post office name change to Brownfield in 1885 is described. The villages of Golconda, New Dixon Springs, Grantsburg, Vienna, and Jonesborough (Jonesboro) are also mentioned. Descriptions are given of the landscape at the time of settlement, with regular mention of the game animals commonly found at the time (deer, wild turkey, bear). Modes of travel are often cited, with the ox wagon, ox-team, yoke of oxen, horse and cart and covered wagon mentioned. There are also a few references to numbers of neighboring settlers, which help to give a picture of the area at the time, for example, this quote from the biographical sketch of Samuel D. Poor, “In the spring of 1836 he came to southern Illinois, settling in Johnson County at a time when there were but five dwellings between Grantsburg and Vienna. The land was nearly all owned by Government and was selling at \$1.25 an acre . . .” (p. 515). From the passage on James J. Sim, his father, Dr. William Sim (first physician to practice in Pope County) “first located at this point [Golconda] there were only about twelve families here . . .” (p. 288). Individuals mentioned in the text as owning businesses in Golconda at the time of the Cherokee removal include Joab W. McCoy (founded a mercantile business in 1837, p. 196), James A. Smith (set up blacksmith shop after arriving in Pope Co. in 1826 or 1827, p. 298) and the aforementioned Dr. William Sim. Vienna, in 1841, is described on page 302 as being but a hamlet, with courthouse and jail built of logs. The book contains no table of contents, but does have 2 indexes. The first dates from the original edition, and lists biographies, portraits and views. The second, new to the reproduction, contains 111 pages containing more than nine thousand entries.

**Dearinger, Lowell A. 1968. Cherokee trail of tears.** Outdoor Illinois 7, no.3: 8-19. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 52390-9391

**Annotation:** This article contains references to the Illinois portion of the Trail of Tears. Each page contains a black and white photograph of a location in southern Illinois associated with the removal, or a portrait of persons from Cherokee history. The first illustration (p. 8) is of one of an historical sign along Highway 146, accompanied by the caption “Trail marker on State 146 just east of Interstate 57. The eleventh detachment camped a mile north of the marker.” This sign was taken down or stolen several decades ago, and although many sources report it was located along Highway 146, no other

source has given such an exact description of the location, as the Kind Neptune marker is still on site and can be seen today.

The first several pages of the article consist of Cherokee history, telling the story of the growing pressure on the population to move west, of the roundups and the beginning of the removal. Several details are included, which are absent in many similar works, such as the Lighthouse, and its function, amounts and types of daily rations issued to the travelers. On page 15 the author states “Most of the detachments used the northern land and water route, or the overland route through southern Illinois and along the old Ridge Road in Missouri, These were considered more healthful.” A section titled *Across Southern Illinois* begins on page 15 and makes up the remainder of the article. The author mentions Major James Lusk as having established the first ferry at Golconda, and the road that Lusk cleared from Tennessee across Kentucky to his ferry, which he says was the route taken by several of the Cherokee detachments. Dearinger states that except for an old Indian trail, there were no roads west out of Golconda, then known as Lusk’s Ferry. The story of Lusk hacking out a road across southern Illinois to the Mississippi is retold. The photograph on page 14 is of an old two-story brick house in Mt. Pleasant, which the caption says faces the old Lusk Trail, which the Cherokee traveled. Dearinger points out that except at the Golconda end, Route 146 follows very closely the old Lusk Trail, but that just outside of Golconda the road veered south and then ran west between the hill and the cypress swamps that were then found along Bay Creek. (p. 16) The author follows Butrick’s journal entries and traces the eleventh detachment’s progress across the state, mentioning that at one point they must have camped at or near Dixon Springs. He feels certain that if the Cherokee did not camp there, they must have visited the springs, although there is no mention. (p. 17)

The next location referred to is Mt. Pleasant. Dearinger cites Butrick’s journal often and at the end of page 17, mentions that a Mr. Gore, which Butrick wrote about, was probably the early settler John Gore. On page 18 the author states that except for a short move to a better water supply, the eleventh detachment did not leave Mt. Pleasant until January 21, two days later camping on Dutch Creek, just west of Jonesboro. On this page is another photograph of a roadside marker, this one placed on Dutch Creek, two miles west of Jonesboro, which, the caption states, is the site of the camp where Barzilla [*sic*] Silkwood purchased Priscilla from her Cherokee owner. Here the author retells the story of Priscilla and the hollyhocks. Dearinger mentions that the eleventh detachment was the last to leave Illinois, having taken “three months, less one week, since it had crossed the Ohio at Golconda.” The article ends with a reference to the previously mentioned historical markers. No references are cited in this work.

**Dexter, Darrel. 2000. Exodus across Egypt: the Cherokee trail of tears through southern Illinois.** The Saga of Southern Illinois: a quarterly publication of the Genealogy Society of Southern Illinois. 27, no. 2: 2-23. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 32238-9291



**Annotation:** This article tells the story of the Trail of Tears as the Cherokee passed through southern Illinois from numerous sources. Dexter is an historian who has focused most of his work on Union County; therefore, it is no surprise that this article focuses mainly on the part that Union County played during the removal. The article is illustrated with black and white portraits and photographs of individuals who played a major part in the Cherokee removal, as well as persons and structures in southern Illinois, including several photographs of the old Davie home and hotel in Jonesboro. Dexter first introduces the origins of the name Egypt for southern Illinois and then enumerates the southern Illinois sites mentioned in B. B. Cannon's journal. On pages 5 and 6, Dexter examines the route of the 1838-1839 removal through the area, pointing out that although Mitchell's map of Illinois, published in 1838, shows only one main road from Vienna, passing through Mt. Pleasant, Jonesboro and on to the Mississippi River at Hamburg Landing, the county commissioners records in Johnson, Union and Pope counties show that more roads were established as the counties grew. (p. 5) The author believes that to avoid a bottleneck, it is possible that some detachments used secondary and side roads as they trudged across southern Illinois. Dexter raises doubts as to James Lusk having opened a road from the site of his ferry on the Ohio to Green's Ferry on the Mississippi, as Thomas Green (establisher of Green's Ferry) did not come to Illinois until 1805, and Lusk died in 1803. (p. 6) Dexter's footnote states that Green did not establish the ferry until 1814; that there was a ferry at the site previous to 1812, but its exact date of establishment is unknown. The author continues with an examination of the people who lived in southern Illinois at the time of removal, mentioning that for many, the recent Black Hawk War was fresh in their minds, possibly leading them to view the Indians with suspicion and scorn. (p. 6-7)

Dexter traces the progress of the detachments across first Pope, then Johnson and finally Union counties, citing and commenting on known locations referenced. He feels the story (p. 9) of John Berry, making \$10,000 on the Cherokee crossing the Ohio River on his ferry, is extravagant, mentioning that John Ross had estimated \$13,000 for ferriage for all Cherokee for the entire route. Dexter discusses Vienna on page 10, mentioning his belief, based on Butrick's journal, that the detachment Butrick was traveling with bypassed the town using one of the side roads. Dexter states that after passing Vienna, at least one detachment camped near what is now West Vienna, four miles east of Vienna, and remained there for nearly 3 weeks. Nearby was Bridges Tavern, another three miles further, near the Union County line. The author states that in 1837, this area was called Bridges' Settlement and had a population of about sixty families. Dexter tells the story on page 11 of the James Sanders family, who traveled with the Cherokee on the Trail of Tears, joining a detachment in Tennessee. Sander's son is quoted "The journey to Illinois, which occupied one month, was made in October in company with the Cherokee Indians who were then going to their home in Indian Territory." According to Dexter's records, the Sanders family separated from the Cherokee when they reached Johnson County and settled near where the future settlement of Reynoldsburg. James Sanders was a native of Scotland, who served in the War of 1812. (p. 11)

Moving on to Union County, Dexter mentions Butrick's detachment as camping near Mt Pleasant, located just west of the Johnson County line. Dexter has identified the Mr. Gore

mentioned in Butrick's journal as probably Barnet Gore, who lived in the vicinity of Mt. Pleasant in the Stokes Precinct. (p. 12) Dexter continues, citing the accounts related by Mary Ann Willard Goodman, a daughter of Jonesboro businessman Willis Willard. Born three years after the removal, Goodman recalled stories told to her of 3,500 Cherokee camping on Dutch Creek, west of Jonesboro. (p.12) Two years previous to the removal her father had purchased the first steam-powered gristmill in Union County, and she remembered being told that that he ran it day and night, grinding meal for the Cherokee. She recollected that the Cherokee camped six miles east of Jonesboro, near Camp Ground Cumberland Presbyterian Church. (p. 13) Goodman also recalled hearing that Jesse Bushyhead and a Chief Nowatta boarded in Jonesboro with local businessman Winstead Davie, and made daily trips to meet with the Indians camped on Dutch Creek. In a footnote, Dexter says that Nowatta has not been able to be identified. (p. 13) Dexter cites several Davie descendents, in particular Emily Wiley, a daughter who was nine-years-old at the time of the removal. Wiley stated that her eleven-year-old brother Daniel had the task of building up the fires in the fireplaces of the Indians each morning. Their teams were boarded in the Davie barn and a granddaughter, Node Davie, recalled that Winstead Davie had recently purchased a steam engine and kept it in operation day and night, making plank floors for the Cherokees tents and grinding corn for meal. (p. 13) Dexter points out that Davie possessed one of the two inns in Jonesboro, having been granted a license to keep a public house of entertainment on his premises in Jonesboro on Dec 3, 1838, about the time Cherokee began arriving in Union County. (p. 13-14) The author observes that this was the first time Davie was licensed to keep a hotel and that he did not renew the license the following year. Davie was allowed by the court to charge, "25¢ for lodging, 50¢ for each breakfast and dinner, 37.5¢ for supper, 50¢ to keep a horse overnight and 25¢ for horsefeed." (p. 14)

The often-repeated story of Priscilla "the quadroon girl" and Brazilla Silkwood is discussed next, with Dexter providing some background on Silkwood and his life. The author moves on to the subject of liquor availability along the removal route in Illinois. He refers to Butrick's journal entries where he complains about excessive drinking among the Cherokee and white inhabitants of southern Illinois. (p. 16) Dexter states that there were twelve distilleries in Union County alone in 1835 and that there were fifteen liquor licenses issued there in 1838, more than in any year between 1818 and 1883. (p. 17) As four of these were first-time licenses, not renewed the following year, he speculates that these licenses were issued to those who only wanted to capitalize on the situation of the Cherokee by selling alcohol to the thousands passing through the county. (p. 17) The author has listed the prices for retail liquor set by the Union County court for these houses of entertainment, a few of which are listed here, "pint of French brandy, 50¢; pint of Ten wine, 50¢; pint of apple or peach brandy or whisky, 25¢; and a quart of cider, 12.5¢." (p. 17) At least seven of these establishments were located directly along the road between Vienna and the Mississippi River. Dexter states that all the Cherokee detachments passed through Jonesboro on their way to the Mississippi River. (p. 18) Jonesboro was the only southern Illinois location mentioned in Butrick's journal in a positive light.

The author examines the ferries mentioned in various recollections of the trail, including Green's Ferry, Willards Landing, the ferry of Thomas Nichols and Jacob Littleton (located just north of Willard's landing), Bainbridge Ferry at Jackson MO, a ferry near Cape Girardeau, Missouri, and Smith's Ferry at Cape Girardeau. (p. 18) On the same page, the author mentions the likelihood that all the accounts are plausible, as the Cherokee, behind schedule, may have utilized every available ferry to cross the river. A discussion of ownership and licensing of the several Union County ferries ensues. Dexter maintains that none of the ferries on the Mississippi River were powered by steam, as was Berry's Ferry on the Ohio. Instead they were powered by horses walking in circles, winding ropes onto a turntable, which pulled the ferry across the river and back. (p. 19) Rates for this type of ferry was much less expensive than the steam powered type. The author states that rates for crossings were set by the Union County commissioners court for all ferries on the Mississippi River. (p. 19) On the same page, Dexter has included a list of prices charged, of which a few are given here - for every man and horse, 50¢; every lead horse, 25¢; each head of meat cattle, 20¢; footman, 25¢; and for each four-wheel wagon and team (driver included), \$2. The author speculates that if these rates were followed, thousands of dollars would have come into the southern Illinois economy. Dexter concludes by pondering why the inhabitants of southern Illinois did not extend help to the Cherokee traveling in such misery. The text is heavily footnoted and contains a useful bibliography.

**Drury, James. 1948. Old Illinois houses.** Chicago: University of Chicago Press. 220 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. F542 D78 1977

**Annotation:** This volume contains a detailed table of contents and an index that lists proper and place names, as well as subjects. The only item of interest to this study is contained in Part 1 - Southern Illinois. The Basil Silkwood home, located near Mulkeytown, is one of the houses discussed in this section. This was the home of Priscilla, "the Quadroon Girl", who was reported to be a young slave girl traveling across southern Illinois with her Cherokee owner during the removal. The author cites J. G. Mulcaster's article in the October 1935 issue of the *Journal of the Illinois State Historical Society* as his source. A photo of the home, built in the 1930's, is included.

**Hauffe, Jean. 1900. Abstracts of a gazetteer of Illinois by John M. Peck.** The Saga of Southern Illinois: a quarterly publication of the Genealogy Society of Southern Illinois. 17, no. 2-4: Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 32238-9291

**Annotation:** This article is continued through three issues of the journal. The author states on page 34 of issue 2, Peck published *A Gazetteer of Illinois* in 1837, but the work was compiled in 1836, as one of many guide books designed to encourage easterners to move west. She points out that land speculators subsidized most of these works, and that several of the towns listed never went beyond the "paper" stage. The abstracts listed by

the author are from Section III of the gazetteer and cover the twenty-eight counties that comprise the area covered by the Genealogical Society of Southern Illinois. Hauffe states that in most instances the entire description was used, however, lengthy articles were condensed. A few of the records contain reference to the road between the Ohio and Mississippi Rivers. A two-page reproduction of *Mitchell's Map of Illinois Exhibiting its Internal Improvements, Counties, Towns, Roads, Etc 1838*, part of the original gazetteer, is found on pages 32-33 of issue 4. Records are listed alphabetically and only entries relating to the Cherokee removal have been cited below.

Big Bay Creek, a small stream that rises in the northeastern part of Johnson County. It takes a southeastern direction, receiving Cedar Creek in that county, and little Bay Creek in Pope County, and enters the Ohio about six miles below Golconda. Its bottoms are wide, and the bluffs rather broken; and towards the Ohio the bottomland produces a large quantities of cypress with other growth.

Bridge's Settlement, in Johnson County, ten miles west from Vienna, contains some tolerably good land. Population about sixty families.

Cache River, a stream in the southern part of the state, which is formed from several branches, and a series of ponds that exist in Union and Johnson counties. These unite in Alexander County, through which the main stream follows a devious course, at one time approaching within a mile and a half of the Mississippi, and again approaching near the Ohio, till it empties its waters into the latter river, at Trinity, six miles above its mouth. One of its principle branches rise in Union County, and forms the "Scatters of Cash [*sic*]".

Clear Creek, a stream that rises in Union County, run south and enters the Mississippi in the northwestern part of Alexander County. One branch rises in the northern part of Union County, the other in the neighborhood of Jonesboro.

Dutchman's Creek, a small branch of Cash [*sic*] River, in Johnson County. The land on this creek is excellent, and the settlement extensive.

Dutch Settlement, in Union County, lies south and in the vicinity of Jonesboro. The land is good rolling and well timbered. The settlement contains probably 200 families and is watered by Clear Creek.

Elvira Settlement, in Johnson County, on Lick Creek, a branch of Cash [*sic*] River. It is about fifteen miles northwest from Vienna, and contains thirty or forty families. The land is rich and level.

Golconda is situated on the south side of Lusk's Creek and north bank of the Ohio. It is the county seat of Pope, and has three stores, one grocery, two taverns, and about twenty dwelling housed, chiefly framed and brick. The court house is of brick, thirty-six feet square, two stories with a neat cupola. It is situated on the

fractional township thirteen south, in range seven east of the third principal meridian.

Hazel's Settlement is in Pope County, on the road to Vienna.

Jonesboro, the seat of justice for Union County, is situated on Section thirty, twelve south, one west, in a high rolling tract of county, nine miles from the Mississippi, twenty-five miles south-southwest from Brownsville, in latitude thirty-seven degrees, twenty-five minutes north. It has about twenty-five families, seven stores, one tavern, one lawyer, two physicians, two ministers of the gospel, one carding machine, and various mechanics. The courthouse is a framed building two stores high, and finished; and a brick jail. The surrounding county is undulating and healthy, and contains several good settlements.

Lusk's Creek, a small stream, running southwardly through Pope County, and entering the Ohio at Golconda.

Mount Pleasant, a post office in Union County, east of Jonesboro, on the road to Vienna. (See Stoke's Settlement)

Stoke's Settlement, in the eastern part of Union County, near the head and on the south side of Cash [*sic*] River, contains one hundred families. The surface of the land is rolling and the soil good.

Vienna, the county seat of Johnson County, contains twenty-five or thirty families, and three stores. It is situated on the east fork of Cash [*sic*] River, in Sections five and six, thirteen south, three east. The main road from Golconda to Jonesboro and Jackson, Missouri passes through this place.

Whiteside's Settlement, in Pope County, is twelve miles west of Golconda on Big Bay Creek and the state road, and has 100 families.

**Metzger, Maurice. 1977. The tragic Cherokee trail of tears.** Illinois Magazine 16, no. 9: 38-40. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 52390-9391

**Annotation:** This three-page article begins with a description of the political conditions in the homelands of the Cherokee. The author briefly touches on the Treaty of New Echota and the roundup of Cherokee into stockades. Chief Whitepath is mentioned as one of the organizers of the Cherokee overseeing their removal, along with John Ross and Going Snake. The author mentions Whitepath's death near Hopkinsville, KY, enroute to the Indian Territories. Metzger's words tell a vivid story, as he describes the removal, and the trailside graves dotting the countryside. He writes of large numbers of young children dying along the trail, while many newly born infants died quietly in their mothers' arms. (p. 39) The author begins to bring southern Illinois into the story on page 39, mentioning

the crossing of the Ohio River and groups of Cherokee forced to camp in an area near Dutch Creek, a few miles from Jonesboro. He points out that during this time the Indians occasionally had contact with local families in the Jonesboro area. Metzger then introduces the story of Brazilla Silkwood and Priscilla, which make up the balance of the article. He states, "One concept of the story which is reasonably close to the actual happening was relayed in part by Mr. and Mrs. Scott McGlasson, relatives of the founder of the Silkwood Inn at Mulkeytown." Portions of this story are excerpted below (p. 39-40).

The founder of the Inn, Barzilla [*sic*] Silkwood, was an uncle to the McGlassons. He was a prosperous businessman and trader and the latter job carried him into several surrounding states. It was upon one of these trips that he met a young quadroon slave girl on a plantation in North Carolina. The girl's name was Priscilla. At the time of this first meeting she was about nine. Barzilla Silkwood was a very sympathetic man, and although he tolerated slavery he was constantly bothered by the cruel and ruthless treatment of many of those held in such bondage.

During the Cherokee encampment near Jonesboro on Dutch Creek, Silkwood happened to be in the area on business and stopped off to visit with the Indians. Here, while in discussion with an Indian Chief, he learned that the chieftain had in his custody a young slave girl. Late, in making some rounds of the encampment with the chief he met the slave girl . . . to his elation, he learned it was Priscilla, the same little quadroon slave girl he had met on the North Carolina plantation. The chief explained he had made a good trade for the girl and that she had been a member of his party since the removal began. Barzilla was touched with pity for the little girl and he began to bargain with the chief . . . Silkwood purchased Priscilla from the Chief for one thousand dollars in gold.

As soon as he could finish his business in the Jonesboro area, he returned to his home, the Silkwood Inn, near what is now known as Mulkeytown.

Priscilla joined the Silkwood household, met Silkwood's wife and was awarded, according to the author, forty acres of land. Metzger describes an apron the girl was wearing while traveling with Silkwood to his home, with pockets full of hollyhock seeds. The author states that she brought these seeds from the Tennessee plantation. The seeds were planted around the Inn and became known as Priscilla's Hollyhocks. (p. 40) Priscilla is buried in the family plot, her grave marked with a small sandstone monument.

**Moore, Frank. 1902. Kaskaskia road and trails.** In: Transactions of the Illinois State Historical Society for the year 1902; third annual meeting, Jacksonville, IL Publication No. 7 of the Illinois State Historical Library: 125-128

**Annotation:** This manuscript describes the various old trails or roads leading from Kaskaskia, through southern the southern part of Illinois to the Ohio and Wabash Rivers,

among other areas. The author refers to records and surveys of several old roads on file at the County Clerk's office in Chester, Randolph County. The first trail mentioned is that leading from Kaskaskia to Lusk's Ferry or Shawneetown Road, excerpted below.

This trail is shown on the plats and field notes of Randolph County and marked at the intersections of the township lines and running in an easterly direction across the state to Lusk's ferry. This ferry from the appearance and direction of this trail, must be at or near the town of Shawneetown. This evidently, from the location of it on the government plats, must be what is known in later days as the Kaskaskia and Shawneetown road, and was surveyed and platted and is on file in the County Clerk's office as the Kaskaskia and Shawneetown road.

In early days there was a mail route over this road from Kaskaskia to Shawneetown, the mail being carried on horseback. This mail was carried part of time by Col. J. L. D. Morrison in his boyhood days. This road was surveyed and plated through Randolph county by one Darius Greenup in the year 1819. We have no record or knowledge of the survey beyond the limits of Randolph County.

*(Note – it appears that Moore was not aware of the location of Lusk's Ferry)*

The second old trail discussed is also of interest and the passage describing it, subtitled "Old Trail from Fergerson's [sic] ferry to Turkey Hill Settlement" has been excerpted below.

This trail, leaving Fergerson's [sic] ferry, running in a northwesterly direction, from the appearance of the location on the plats and field notes and the directions must have followed the trail from Kaskaskia to Lusk's Ferry to a point near New Palestine, in Randolph County. From this point it bears more to the north, crossing the Kaskaskia River at or near New Athens, thence to Turkey Hill Settlement, being about ten miles south east of Belleville, in St. Clair County. This road is marked on the plats in Randolph County as a wagon road from Fergerson's ferry to Turkey Hill Settlement. This trail in not traveled and is scarcely known through Randolph and adjoining counties only as it appears on the plats. There are some places in Randolph County where it can be seen but only where it passes over lands not in cultivation.

In regard to the Fergerson and Lusk's ferries, they must be on the Ohio River at or near the present town of Shawneetown, or in other words the same Ferry [sic].

**Musgrave, Jon. 2005. Chronology of the Bridges Settlement 1808-1839: Union and Johnson Counties, Illinois.** The Saga of Southern Illinois: a quarterly publication of the Genealogy Society of Southern Illinois. 32, no. 2: 8-20. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 32238-9291

**Annotation:** This article is a chronology of information surrounding the Bridges Settlement in Johnson County, and Mount Pleasant and Stokes precinct in Union County.

According to Musgrave, the chronology was compiled in order to identify persons, places and events that have taken place along the old Vienna to Jonesborough [*sic*] Road and present-day Route 146 west of West Vienna, regardless of a connection to the Trail of Tears. (p. 8) Musgrave mentions that due to interest in a Cherokee Trail of Tears-related site in western Johnson County known as Bridges Tavern and the Wayside Store, there has been a concerted effort to not only understand what happened at that site, but to piece together the overall history of that particular area. (p. 8). Musgrave states that a longer and more detailed chronology, as well as other historical and genealogical information about the site and the Bridges family can be found at the following website:  
[www.IllinoisHistory.com/bridges](http://www.IllinoisHistory.com/bridges)

Each chronology entry has been given a short subject title, and contains an excerpt of relevant information, as well as the date and source. The first entry refers to John McGinnis, who settled near Mt. Pleasant in 1808. (p. 8) The final entry is dated June 19, 1837, when Arthur Allen purchased land near the Johnson-Union County line, about a mile northeast of the present-day community of Mt. Pleasant. (p. 20)

An early twentieth century topographical map of the area is found on page 20. Musgrave states that the map shows the land around what had been called the Bridges Settlement nearly a century earlier. He points out that Bridges Tavern and Wayside Store sat at the southern end of Section 29 on the north side of the road. The author states that the road shown, running west from West Vienna matches the highway shown in the 1876 *Atlas of Illinois* and would have likely been the route taken by the Cherokee in 1838 and 1839. Musgrave points out that the map shows the old Vienna to Jonesboro road running north of the Pleasant Grove Church, whereas current Route 146 is located to the south of the church.

**Neely, Charles, collector. 1998. Tales and songs of southern Illinois. Spargo, John Webster, editor.** Carbondale, IL: Southern Illinois Univ. Press. (Orig. pub. 1938.) 270 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 810.8 N379T

**Annotation:** This book was included on the sole basis of a few stories involving Dug Hill, an area in Union County through which many of the Cherokee passed during their journey across southern Illinois. The introductory paragraph of the first of these tales states, (pg 31) "The scene of the first one is Dug Hill, a pass through a steep hill, cut by the pioneers, five miles or so west of Jonesboro, to give an outlet to the river." The Dug Hill Boger, The Flying Wagon and Execution of an Informer are tales including Dug Hill. The author has included a list of notes at the end of each chapter, some quite extensive. The text contains two indexes, one of the folk-tale titles and the other of song titles.

**Page, O. J. 1900. History of Massac County, Illinois with life sketches and portraits in two parts.** [Metropolis, IL?]. 383 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.3997 P133h



**Annotation:** This text was included because Massac County was originally part of Pope County, and much of their early history is the same. The author has arranged the book into two sections, the first a history of the area and the second, a collection of sketches and reminiscences of specific areas and individuals. An index, in place of a table of contents, is located at the beginning of the book. From the reminiscences of Hon. T. B. Hicks, who moved to Metropolis in 1842, (p. 70) “There was not a two-horse wagon in the county. Ox teams did the hauling and the ox wagons would be heard to squeak two miles.”

Pope Count Historical Reminiscences (chap.19) begin on page 138 and continue to page 171. On page 144 the first settlements in Pope County are discussed, including the site of what was to be called Golconda. On the following page (145), the author discusses early roads “In an early day there was a path of trail leading from Fort Massac to Kaskaskia on the Mississippi, below St. Louis, which in the common parlance of the country was called ‘The Kaskatrace.’ This road, or pathway, crossed the Bay Creek at the site of Green’s old mill, and passing east of Columbus came to the bluff called the Massac Bluff.” Page continues with a description of the founding of Green’s Mill, on Bay Creek (p. 146-147) but gives no date of arrival, other than “an early day”. It is stated that Green “. . . brought his mill machinery by flat boat to Golconda, and conveyed it from there over land to the site, about eight miles distant.”

On page 148 the author mentions “A large settlement, extending from near the village of Columbus eastward toward Golconda which was destined to become an important factor in the county of Pope . . . In 1819 John Hanna, with his seven sons . . . also George Hodge . . . located in this settlement, which was for a time know as the Hanna Hills, but more recently Hodgeville.” On page 198, the biographical sketch of Samuel D. Poor, whose father, Samuel Poor emigrated to Johnson County in 1836, states that the father entered forty acres of land when only five houses were between Grantsburg and Vienna. A chapter titled George’s Creek discusses the naming of New Columbia, “The name is derived from a common plant and ‘New’ was prefixed to distinguish the post office from another Columbia in the state.” (p.339)

Another early settlement is referred to on page 340, “Samoth located near Johnson county line . . . Walnut Ridge is the name of the village. The village is located one and one-half miles from New Columbia on the Metropolis and Vienna road . . .”

A final entry of interest is that of the early history of Johnson County, which was established in 1812, and at the time included all of the country south of the Big Muddy River. (p.352) According to Page, in 1818 a highway was ordered built from Vienna to the Big Muddy and [to] intersect the Old Kaskaskia Road, and a tax was levied at 50 cents for a horse and \$1.00 on each wagon. (p. 353) No references or sources are cited, although a few individuals are recognized as submitting specific articles.

**Peithmann, Irvin M. 1964. Red men of fire: a history of the Cherokee Indians.** Springfield, IL: Charles C. Thomas, 1963. 163 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 970.3 C522p

**Annotation:** The author of this book spent much of his life studying the artifacts of pre-historic Indians in southern Illinois, and served as curator of the museum at Southern Illinois University Carbondale for a time. Peithmann, one-eighth Cherokee himself, published several other books on southeastern Indians, including the Seminole and Choctaw. This text covers Cherokee early history, invasion by whites, the Cherokee removal, Indian Territory and the Eastern Cherokee. An appendix, written by John W. Allen, is a retelling of *The Legend of the Quadroon Girl*. A selected bibliography and an index are included. Numerous black and white images are found throughout the book, including many photographs taken by the author. Material in the portion of the book subtitled *The Trail of Tears*, pages 77-84, is of some interest, although most of the information is typical of writings on the Cherokee removal. The footnote on page 81-82 retells the story of Priscilla, the quadroon girl, with details slightly differing from other versions. Referring to the removal on page 83, the author states, "the sick were carried in wagons, others traveled on horseback and many walked barefoot along the frozen trail. An average of ten miles a day was the limit of their endurance, and funerals were held for a dozen or more at every stop." Peithmann's writings are evocative and emotional in their translation of the hardships endured by the emigrating Cherokee.

**Perrin, William Henry. Editor. [1883] 1987. History of Alexander, Union and Pulaski Counties, Illinois.** Chicago: O.L. Baskin & Co. A facsimile of the original ed. reprinted by the Genealogy Society of Southern Illinois, with an index by the Genealogy Projects Committee of the Winnetka Public Library. Utica, Ky: McDowell Publications. 1155 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. q977.39 H6732 1987

**Annotation:** This book is made up of five parts, the first a history of the city of Cairo and Parts Two through Four providing history of the individual counties. Part Five (numbered separately) is composed of biographical sketches of individuals, organized by precincts. The detailed table of contents provided is helpful in a work of this size. Part Two, History of Union County, contains two hundred and ten pages, and covers every aspect of the county's history. A portrait of Winstead Davie is found at the beginning of Part Two (p. 223). A history of the settlement of the region begins on page 266, with discussion of the first two families (the Hunsakers and the Wolfs in 1803) to arrive in the area, having come down the Ohio River and up the Cache, and camping near where Jonesboro is now located. In 1805 David Green built a cabin for his family in the Mississippi bottom, just about one-half mile north of what became known as Big Barn. On page 267, mention is made of "... an Indian trail that as was generally the case, was following a buffalo path that passed diagonally across the lower portion of the State and passed near where Jonesboro now is but a little to the south."

The next mention of roads is on page 287, when in 1818, the court of the newly formed Union County declared “. . . the road leading from Elvira to Jackson and from Penrod’s to Elvira, public roads . . .” and, in 1844, (page 291) “. . . on the road to Littleton’s Old Ferry and also to Willard’s Landing.” Union County’s official census in the year 1820 was 2,362, and by 1840, the county had grown to 5,524 (p. 288). Elijah Willard arrived in Union County in 1820, saw the need for roads and “. . . obtained leave and built a turnpike across the bottom to the river, and opened ‘Willard’s Ferry’” p. 292). In 1836 (or 1838, as cited on page 359), Elijah’s brother Willis Willard built the first steam and grist mill in the county, situating it in Jonesboro (p. 293).

The book continues with chapters devoted to the history of the individual precincts within Union County. A few passages on early roads in the county, found in chapter 11 on pages 354-355, are excerpted below.

The attention of the people was early directed to roads and highways. As early as 1819, a road was laid out from Jonesboro to Vienna, and one from Elvira to Jackson, of which William Pyle was made Overseer. A road was laid out from Penrod’s Ferry to Elvira, and David Arnold was appointed Overseer. Another road was laid out from Jonesboro to Elvira, and of it William Pyle was made Overseer. Thus roads were opened and laid out wherever business required them. Streams were bridged, and the means of travel from one place to another promoted, and made more sage and easy than it had been through the thick forest and over the turbulent streams. At an early term of the Commissioners’ Court, it was ordered that ‘a good substantial bridge’ be built over Clear Creek, on Penrod’s road, and another over Bradshaw’s Creek, on the Elvira Road. For the Bradshaw bridge, \$50 was appropriated, and \$150 for the Clear Creek bridge. As there were no railroads then, all travel was over these roads, and mostly on horseback. This caused the opening of many taverns along the public roads, with accommodations for ‘man and beast.’ All such had to take out a tavern license for the privilege of entertaining the wayfaring man. Among the pioneer tavern-keepers, William Shelton was licensed to keep a tavern at his house, on the road between Jonesboro and Elvira. Another was Robert H. Lay, on Green’s road, . . . many other such were granted . . . until one would almost be let to believe that nearly every householder in the county kept a tavern.”

Of interest in chapter 19 (Stokes Precinct), is found mention of Caleb Musgrave, who settled in this area, possibly as early as 1820, and kept an inn near Mount Pleasant, which was the general stopping place between Jonesboro and Vienna. For many years, he was Postmaster and a “star route” contractor (p. 420). On page 423, the first road through the precinct is named as that from Jonesboro to Vienna and was probably laid out about 1815. The book states that the old Elvira Road touches this precinct, and that the Mount Pleasant and Golconda road was laid out before the Illinois Central railroad was built, and was once quite an important thoroughfare. It is further stated that Mount Pleasant Village was laid out in the year 1858 by Caleb Musgrave (p.423).

Chapter 20 covers the history of Saratoga Precinct, and contains a paragraph on roads and bridges. This information, from page 429, is excerpted below.

The first road laid out through the present precinct was from Jonesboro to Elvira, and thence to Golconda, and was known as the “Elvira Road”, after the town of that name, then the county seat of Johnson County, which embraced Union, Massac, Pulaski, and Alexander Counties, under the old Territorial government. The old town of Elvira is now in the edge of Johnson County, but is not the county seat. A road leading from Jonesboro to the village of Saratoga was probably the next one laid out. A few other roads center in the village . . . Bridges span the streams where the most important roads cross them. The first, perhaps, was built at the crossing of the Union road, and another over Cache Creek about 1850.

Chapter 23 is concerned with Preston and Union Precincts, which are located along the Mississippi River. Pages 435-437 contain a few entries on Willard’s Landing and Green’s Ferry, which are excerpted below.

Willard’s Landing, located in Union Precinct, is merely a store, post office and steamboat landing. Before the era of railroads it was the most important land in Union County. Most of the surplus products were hauled here for shipment, while the goods for Jonesboro merchants were landed here and hauled out in wagons. This caused the building of what is know as the gravel road, running from Jonesboro to the landing, and is the best road in the county. There is a toll-gate on it a few miles east of the landing, and the road is now kept up by the tax thus imposed upon those who use it. . . . The original name of the post office was Big Barn, and it was established at that place, but moved to the landing after Lence opened a store there. The name was then changed to Willard’s Landing Post Office.

Some information of interest is found in Part Five, Biographical Sketches. Under the entry for F. W. Green (p. 100-101), mention of brothers Thomas and Parish Green, who established a ferry across the Mississippi River, at what is now called Willard’s Landing, but the ferry is yet known to a great many people at Green’s Old Ferry. Thomas Green is known to have entered land by 1818 (p. 288).

A biography of Winstead Davie is found on pages 216-217. Davie was one of the pillars of the Jonesboro community at the time of the Cherokee removal. His businesses included general dry goods, tailor shop, shoe shop, tan-yard, saddler and harness shop and a travelers’ hotel.

The index, an addition to the reprint edition, contains 129 pages and consists of names of citizens found within the book.

**Pooley, William V. 1905. The settlement of Illinois 1830-1850.** Ann Arbor, MI: University Microfilms. 309 p. Reprint of original edition published in the Bulletin of the University of Wisconsin Series No. 220, Vol. 1, No. 4. Thesis. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. F 545 P6x 1968

**Annotation:** This monograph contains both an extensive table of contents and bibliography. The pages are numbered in two ways, the reprint beginning at one and the original version ranging from 290-595 (as a manuscript published in a journal). Although a very interesting and in-depth work, very little is of interest to the Trail of Tears. On page 323 the author points out that before 1830, "The villages of southern Illinois at this period were but frontier settlements containing from one to two hundred inhabitants and many not more than twenty or thirty . . . Roads, too, were opened up between the chief centers of settlement. From Vincennes, Shawneetown, Golconda and America roads went across the state to St. Louis and Kaskaskia." No details are contained in this work concerning the roads, ferries or bridges of southern Illinois, nor are Vienna, Jonesboro, or any of the other early settlements in the study region mentioned.

**Reynolds, John. 1855. My own times, embracing also the history of my life.** Belleville, IL: printed by B. H. Perryman & H. L. Davison. 600 p. Located at: Special Collections Research Center (non-circulating), Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. Am-III Z12403

**Annotation:** The author of this autobiography served as an Illinois Governor, Supreme Court Justice, Congressional Representative, and in the Illinois General Assembly. The text, which contains an extensive twenty-three-page table of contents, traces Reynolds' life from his birth in Pennsylvania in 1788 through 1854, eleven years prior to his death. Of interest to this study are entries found on pages 24-27, which concern the emigration of the Reynolds family from Tennessee to Kaskaskia. The author, twelve at the time, recalls the journey below.

We left Tennessee in February 1800, with eight horses and two wagons, for New Spain. Our company consisted of my parents, six children, I the oldest, three hired men and a colored woman . . . At Lusk's ferry we reached the noble and beautiful Ohio river in the evening. The river was full up to the top of the banks, and exhibited a magnificence and beauty that was the admiration of our whole traveling caravan . . . But the pleasures we enjoyed at the sight of this beautiful stream, soon vanished; when we cast our eyes across it, to the dreary waste of wilderness that extended almost indefinitely from its north western shores. We were encompassed with a wilderness, filled with savages and wild beasts, and extending on the North to the pole itself, and on the West to China . . . And to make our miseries complete, our three employed men, who had been engaged to work for my father for a year, abandoned us, took with them three horses and left us desolate in this wilderness. My parents, and six children, myself only twelve years old, without assistance camped in a wilderness. He [father] employed a man to assist us through the wilderness, and after making the necessary arrangements

at Lusk's ferry, we crossed the Ohio on a beautiful Sunday morning. We landed at the site in Illinois, where Golconda now stands, in Pope county. I well recollect, that the west side of the Ohio was then called 'the Indian Country.'

I recollect asking Mr. Lusk how far it was to the next town? And he laughed and said "one hundred and ten miles to Kaskaskia, which is the first settlement on the route."

Reynolds continues with a harrowing story of the family rafting across several swollen rivers and streams, taking the wagons apart and reassembling them after each crossing. The remainder of the volume contains various descriptions, especially of southwestern and central Illinois, and provides an excellent portrayal of pioneer times in early Illinois.

**Smith, George Washington. 1912. A history of southern Illinois: a narrative account of its historical progress, its people, and its principal interests. Vol. 1.** Chicago: Lewis Publishing Co. 564 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.39 S648h v.1

**Annotation:** Smith was a faculty member of the History Department at Southern Illinois Normal University from 1890-1935, and Professor Emeritus from 1935 until his death in 1945. This volume, consisting of seventy-one chapters, covers glacial-era geology and explorations by Marquette and Joliet, early permanent settlements in Illinois, French influence, Northwest and Indiana Territory, and statehood in 1818. The author traces early political and economic history of the state and ends with a chapter devoted to each of the thirty-five southernmost counties in the state. Chapter twenty-nine, titled Transportation, contains a section subtitled Pioneer Trails and Roads (p. 357-358). Here he describes the development from "trail" to "trace" to "road." Smith suggests that the term "road" was applied to all established routes of travel suitable for wagons, with bridges, ferries, fords and inns along the route." Smith states that the oldest map of Illinois was printed in 1822 in Philadelphia and shows six roads in the southern portion. The Golconda to Jonesboro road is not mentioned. Smith does go on to state that "there were many roads which connected these main thoroughfares . . . a map by Rufus Blanchard printed in 1883 gives all the roads from 1800 to the middle of the 19<sup>th</sup> century. This map adds quite a few roads established from 1822 to 1850 by the action of the General Assembly. In addition, certain roads which connected the larger towns and were well established were designated by the general government as 'mail routes.' Over these roads the mail was carried first on horseback and later in stage coaches." The chapter covering Johnson County (p. 492-496) contains little information of interest to this study, although the section on early settlers mentions that Vienna was begun about 1814 or 1815 and was located on the road from Golconda to Jonesboro and at or near the crossing of the road from Fort Massac to Kaskaskia. Smith also states that in 1837 the town contained not over 30 families, 130 to 150 people, three stores and a courthouse, although he does not cite a reference for this information.

A few items of interest are contained in the chapter on Pope County (p. 516-518) include reference to a ferry at Golconda as early as 1800. The author maintains that in 1836, Golconda was made up of "three stores, one grocery, two taverns and about twenty dwelling houses . . . about 100 people in the village." Smith does not cite the source of this information nor does he make mention of any early roads.

Union County is covered on pages 541-545. Smith again mentions the size of the county seat, in this case, Jonesboro, in 1836, as being made up of twenty-five families, seven stores, one tavern, one lawyer, two physicians, two ministers and one carding machine. "The courthouse stood in the center of the square from which point the land slopes away in every direction." Smith gives the source of this information as *Peck's Gazetteer*. The section on the Willard family mentions that Elijah Willard " . . . constructed the graveled road across the Mississippi bottom to the river at Willard's Landing. This point is almost due west of Jonesboro, nine miles. The road from Jonesboro to Willard's Landing was the best road of its length in Illinois. Here at the landing thousands of dollars worth of merchandise was landed . . ." Willis Willard's (brother of Elijah) building in 1836 of the first steam saw mill in the Union County is also mentioned. No other mention is made of roads or sources. An index is included, consisting of individual names, topics, and place names, but lacking detail. A few sources are mentioned in passing, but no reference list or bibliography is included.

**Sneed, Glenn J. 1977. Ghost towns of southern Illinois.** Johnston City, IL: A.E.R.P. 309 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. F543 .S64x

**Annotation:** This book is an examination of the seventeen southernmost counties in Illinois. In the preface, the author has defined a ghost town as "a town that has completely disappeared . . . busy trading posts that are now quiet rural hamlets with no business; . . . or country stores with a post office." Sneed has made use of oral histories, county records and histories, State Historical Society journals and various other references. Many of the communities covered are mentioned in previous works on the Cherokee removal through southern Illinois, are found on early maps of the region, or occur along the early roads. Each entry contains several paragraphs, including location, early settlers of the area and dates the postal office was established and closed. The chapter on Johnson County (p. 109-121) covers 36 communities, including Big Bay Settlement, Flat Woods, and Pleasant Grove. Villages located along the old Lusk Ferry (Golconda) to Jonesboro or Cape Girardeau Trail include Big Bay Settlement, Bloomfield, and War Trace. Sixty-one communities are listed for Pope County. Of these, Allen Springs and Old Brownfield (also known as Brownfield, Columbus and Wool) are of interest. Union County has 40 communities inventoried, including Green's Ferry, Hamburg, Mount Pleasant, and Willard's Landing. Perow is mentioned as an Indian village and stagecoach stop, located where the Massac to Jonesboro and the Vienna to Cape Girardeau mail roads crossed. A bibliography and index of names is included in the text.

**Tevebaugh, John Leslie. 1950. *Frontier Mail: Illinois, 1800-1830*.** Urbana, IL: University of Illinois at Urbana-Champaign. Thesis. 110 p.: maps. Available at: Urbana, IL: University of Illinois at Urbana-Champaign. Illinois History Survey [non-circulating]: Call No. 383 T299F

**Annotation:** According to the author, this manuscript was undertaken in order to demonstrate, through the medium of the frontier postal service, the transition of a region from wilderness to statehood. The development of postal routes or post roads played a key part in this transition. Post Roads were avenues, designated by Congress, over which public mail was to be carried. (p. vi) The terms “route”, “post route” or “mail route” were used by Tevebaugh when writing of a line over which mail was transported under contract with the General Post Office or Post Office Department. This monograph contains a table of contents, list of maps and an extensive bibliography. A map showing the routes over which mail was carried from 1818 through 1823 (p. 82), traces the first mail route that traveled from Golconda through Johnson County (first Elvira, then Vienna) and on to Jonesboro, where it turned north and ended at Kaskaskia. On page 105, a map tracing the routes over which mail was carried from 1824 through 1829 shows this same road extending on over to the Mississippi River. Although the text does not discuss the specifics of the Trail of Tears, it does give extensive background on general road conditions in the decades just prior to the Cherokee removal. Tevebaugh points out that early roads in Illinois were but trails, or traces and travel over them was difficult even on horseback, “Travelers often had to stop to clear out underbrush that only a few months before had been cleared by those preceding them.” As late as 1818, a contract let for building a road from Shawneetown to Kaskaskia specified that all timber was to be taken off and “the stumps to be very low”, meaning that the traveler might encounter no stumps higher than three feet. (p. 4-5) Describing the frontier post office on page 18, the author states that it was usually a part of the postmaster’s house; sometimes indistinguishable from the rest of his dwelling, or that it occupied a few feet on top of a store counter. From 1800 to 1830 the most common method of mail transportation in Illinois was on horseback. For a short time in 1819 this was displaced on several main routes by stages, but these soon were abandoned because of poor roads and the greater expense. (p. 22) On the following page the author comments that in 1828 there were only two stage mail routes in Illinois. The remainder of this monograph is an in-depth examination of the various postal routes as they came into existence.

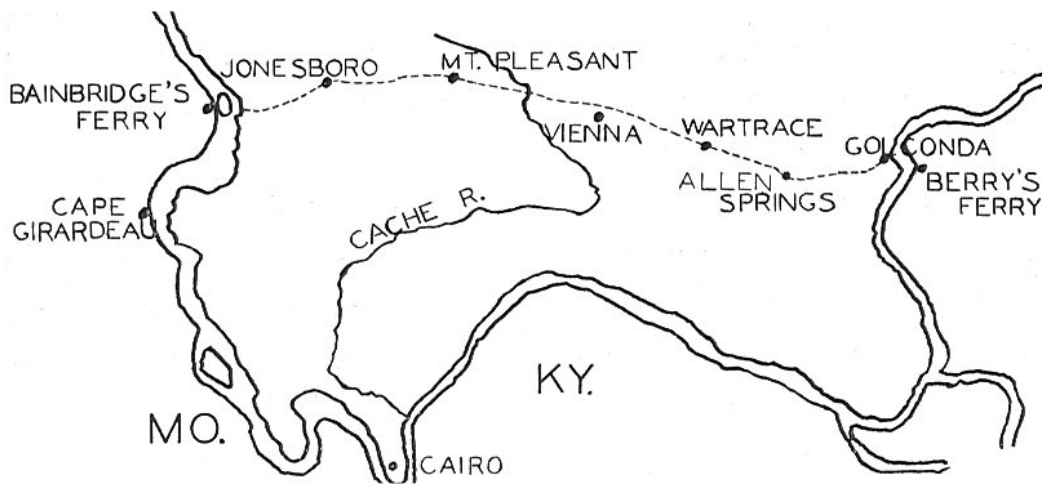
**Thompson, Scerial. 1951. *The Cherokee cross Egypt*.** Journal of the Illinois State Historical Society 44, no. 4: 289-304. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 31253-9772

**Annotation:** This article, authored by a southern Illinois historian, was the first scholarly work written on the Cherokee removal focusing specifically on Illinois. References cited are listed in the numerous footnotes. A map (reproduced below) on page 291 shows the approximate removal route through southern Illinois as determined by Thompson.



Thompson first mentions the route across the region on page 290, referring to the earliest road blazed through the region from the Ohio River to the Mississippi by Major James Lusk in 1803. The author suggests that most roads leading west in the southern part of the state followed the general route as laid out by Lusk. Thompson describes the route on page 291.

In 1838, the road from Golconda veered slightly to the southwest to avoid the hills due west and the cypress swamps farther south. Then it passed through Allen Springs, near the present Dixon Springs, thence through Wartrace to the plateau west of Vienna. From there it went west to Mt. Pleasant and Jonesboro where it turned southwest to the Mississippi at Bainbridge's ferry, slightly north of Cape Girardeau.



The author makes reference to the Treaty Party, and the passage through southern Illinois of the group escorted by B. B. Cannon during the winter of 1837-1838. Cannon's journal entries relating to Illinois are included in the article. Thompson observes that the report by Cannon was short and terse, and that "Cannon was a methodical and stern taskmaster. He got the party under way promptly every morning, and spent less than eight days in crossing Illinois." (p. 293)

Thompson briefly discusses the forced roundups of the Cherokee still living in the East. The author cites a report (p. 293-294) submitted to the Commissioner of Indian Affairs on May 29, 1838 by Lieutenant Edward Deas, recommending they follow the land route and travel through southern Illinois.

Having had a great deal of experience upon the subject of removal of Indians, and as there appears to be a difference of opinion as to the best mode of conducting the approaching emigration . . . there is a good road from the Cherokee Country East to the West of the Mississippi passing through Hopkinsville, Golconda on the Ohio River . . . it would seem to me the fairest way to leave it to the Indians themselves.

Thompson mentions the organization of the thirteen detachments and summarizes the dates of their departure in the East and arrival in Indian Territory. Reference is made to discrepancies between the various records kept on the number of persons in each detachment - births deaths, desertions and accessions. Based on the figures reported by John Ross of 12, 918 persons, the author states that some 8,000 individuals, excluding the sick, the old and small children who rode in the wagons, walked the entire distance. (p. 296)

Thomson makes observations concerning the general public's misunderstanding of the Cherokee removal in the following passage, excerpted from page 296.

A great deal of confusion has grown up over the actual facts of the removal. The principal error is the idea that the migration was conducted by soldiers, whereas they did not accompany a single detachment of the Cherokee. While it is true that parties emigrating before 1838 were usually conducted by Army officers these were the "Treaty Cherokee" who were voluntarily making the trip at the invitation and expense of the government – these were in no sense militarily forced removals.

The author continues with a thorough examination of Rev. Daniel S. Butrick's journal entries, recorded during the time spent in southern Illinois while traveling with Richard Taylor's eleventh detachment. Thompson's footnote (p. 297) on Berry's Ferry, the Ohio River crossing from Kentucky into Illinois at Golconda, is excerpted below.

This was the ferry used by the Cannon party and was originally the Lusk Ferry. Berry is reported to have charged the Cherokee \$1.00 a head, and to have built an imposing two-story brick residence near the river's Kentucky bank with the \$10,000 made from the emigration. This substantial house is still standing, but is in bad repair, and has been unoccupied for many years.

In a note on Butrick's mention of making purchases from a boat while in Golconda, Thompson comments that at the time, a great deal of the business at river towns was conducted on store boats. (p. 297) A footnote by the author on page 301, in reference to Butrick's comments on the extreme weather, points out that "While it is true that bitter cold weather was almost unknown to the Cherokee in their native area, it is equally true that such severe winters as that of 1838-1839 are recorded but once in a generation in the Ozark section of southern Illinois." Commenting on Butrick's entry of January 1, 1839, Thompson's footnote on page 302 is excerpted below.

Butrick implies that Taylor's detachment did not pass through Vienna. This is quite possible, as one of the main roads from Pope County to the West turned north at Wartrace, passed through Moccasin Gap, and then went west to Mt. Pleasant, passing north of Vienna. It is probable that, with numerous detachments passing through the county, they pursued different roads.

Thompson follows the eleventh detachment into Union County, observing, "Despite his hatred of distilleries and the fact that Union Count had twelve of them, Butrick wrote that 'its moral character [is] much better than of any we have seen in the state.'" (p. 303) The author devotes a paragraph to the story of a quadroon slave girl (Priscilla) and the businessman from Mulkeytown (Basil Silkwood) who discovered her in Jonesboro with her Cherokee owner, purchased her, took her home and gave her freedom. (p. 303) Thompson notes, on page 304, that Butrick's group crossed the Mississippi by means of Bainbridge's Ferry, as he quotes, "At this place a sand bar in the middle extends, probably half across the bed of the river . . . therefore, it is like two rivers, crossed by two ferries, that is, two sets of boats, one conveying passengers to the bar, and one from it." Thompson observes that three months, lacking a week, elapsed between the time the first Cherokee entered Illinois at Golconda and the last of Taylor's party was ferried across the Mississippi near Cape Girardeau.

## Roads of Southern Illinois

**Corliss, Carlton J. [1934] Trails to rails: a story of transportation progress in Illinois.** In: Cunningham, Eileen Smith. Rural railroads: prelude to trails to rails. Carrollton, IL: Eileen Smith Cunningham Reprints. [1976]. 1-43. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 385.09773 C973r

**Annotation:** The reprint version of the short book, *Trails to Rails*, first published in 1937, has been included as Part I of the above listed book by Eileen Smith Cunningham; Part II is *Rural Railroads – Greene County*, and contains nothing of interest to this study. *Trails to Rails* narrates the story of the development of transportation systems in Illinois, from narrow buffalo paths to the “Saint Louis Trace”, believed to be the first overland route used by the Americans to reach the Illinois Country, also known as the “Vincennes Trail” and extending from the Falls of the Ohio to Vincennes on the Wabash River and thence westward across Illinois. (p. 3) According to Corliss, the vicinity of old Fort Massac, where the city of Metropolis now stands, was the Ohio River terminus of several buffalo paths, which extended northward and westward through Johnson and Pope Counties. A passage excerpted below from page 6, continues the author’s discussion of early travel.

Families too poor to afford the luxury of a keel- or flatboat journey downriver followed native overland trails, employing local boatmen to ferry them across the Ohio and other rivers which could not be forded. Reaching Illinois opposite Vincennes, or at Shawneetown or Fort Massac, these early pioneers followed winding native trails on foot or on horseback through the dense forests of southern Illinois to the American settlements on the Mississippi.

The next entry of interest is the author’s observations on the development of “post routes”, which, he notes, might merely be a narrow trail or bridal path, marked through the forest by notches cut in the trees. (p. 7) A map featured on page nine, labeled “Wagon Trails in Illinois 1819-1820” appears to have been drawn by the author, using early maps from the collections of the Chicago Historical Society and Dana’s *Description of Bounty Lands* (1819), and other sources. Lusk’s Ferry is marked, as is a road from Golconda to Vienna, thence northwest to Kaskaskia. The author mentions that Golconda and Shawneetown were important river gateways for migrants from Kentucky and other southern states. “Maps in the early 1820’s show roads linking Vienna with Jonesboro.” (p. 10) These are the only specific mentions of points of interest to roads in southern Illinois. The balance of the work is interesting reading, and gives several first-hand accounts of the troubles encountered by early travelers and settlers while traveling the early roads. The work contains a table of contents and a bibliography containing a number of useful references.

**Leonard, Stephen; Kwedar, Melinda F. 1989. The great migration: transportation and settlement in Illinois 1800-1850.** Springfield, IL: Illinois State Historical Society/Illinois Historic Preservation Agency. 17 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL; Call No. 977.303 G786

**Annotation:** This booklet traces the role that waterways and overland routes played in the settlement of Illinois. Of interest is the section on Illinois Overland Routes, pages 5-9. A discussion of early postal routes begins on page 7, accompanied by a map of Illinois with the main roads existing in 1840 marked, including the road from Golconda to Jonesborough [sic]. The authors point out that many of the earliest Illinois roads were postal routes. Referring to Carlton J. Corliss in *Trails to Rails*, a post route “might be merely a narrow trail or bridal path, marked through the forests by notches cut in trees.” Continuing on this theme, Leonard and Kwedar note the following, excerpted from page 7.

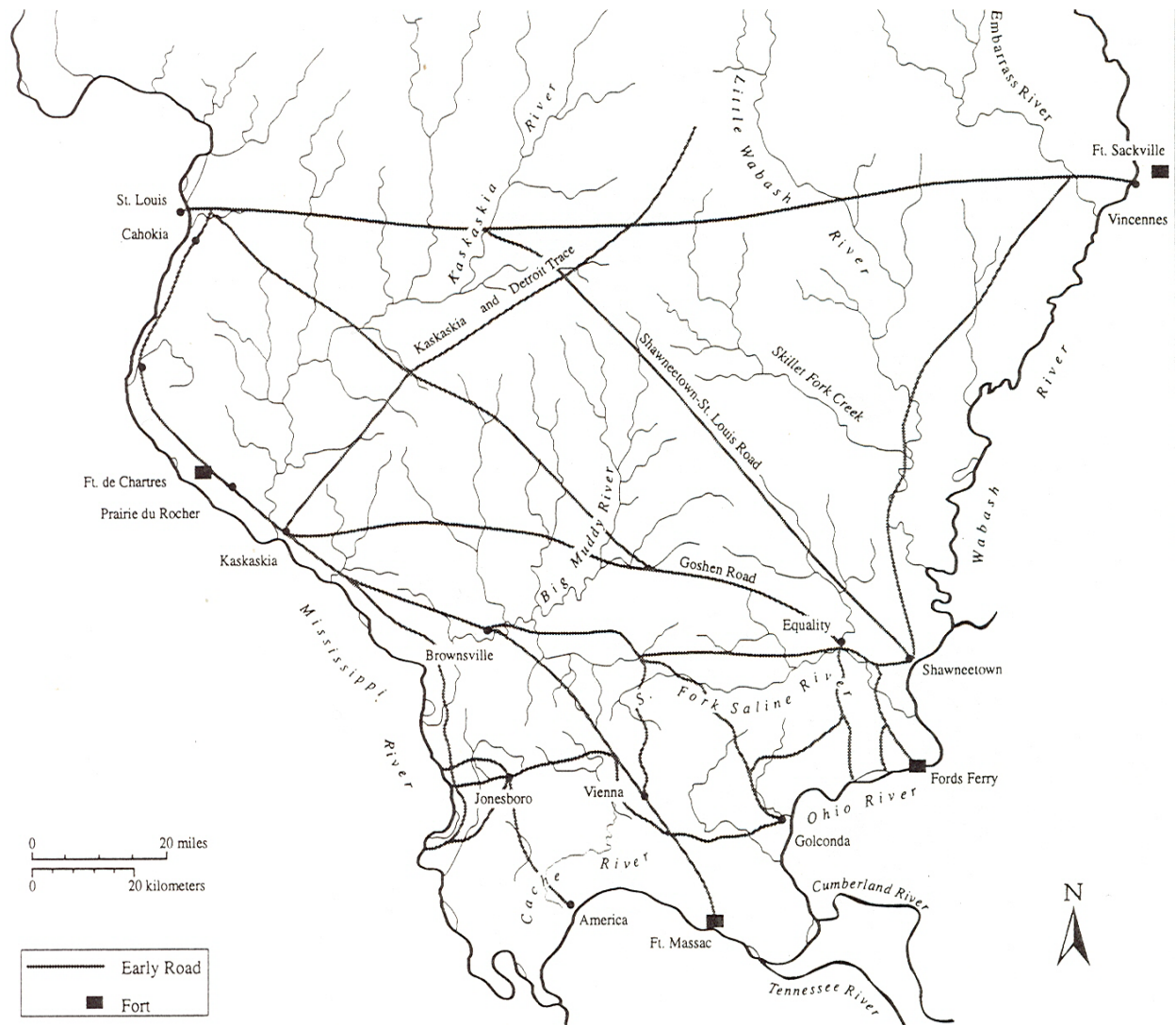
The first postal route was established in 1801, and by 1818 there were fourteen, all located in southern Illinois where the population was most concentrated. Many of the early settlers followed postal routes into and through Illinois. Where none existed, the postal service laid out roads that followed the settlers to their homes. As early as 1818, stagecoaches that could also carry four passengers delivered mail.

The authors continue on page 8, “In 1819, the first stage coach in Illinois carried four passengers between Kaskaskia and St. Louis for four dollars each. The earliest routes were the existing postal roads, but by the late 1830’s new ones were added, and eventually most of the Northwest Territory was covered by a network of stage-line roads.” Leonard and Kwedar state that the earliest structure built by early inhabitants of an area were structures serving as both home and inn.

**Morrow, Carol A.; McCorvie, Mary R. [date unknown]. Trails, traces, and wagon roads: early roads in southern Illinois.** 31 p. Unpublished manuscript.

**Annotation:** This manuscript is divided into several sections- Early History, The Great Migration, and Roadways and Highways Today, with the first two divided into subsections. The work is liberally illustrated with drawings and portraits from the historical periods discussed and includes a bibliography. A number of maps relating to the subject are included. Numerous historic accounts of early travel in Illinois are quoted.

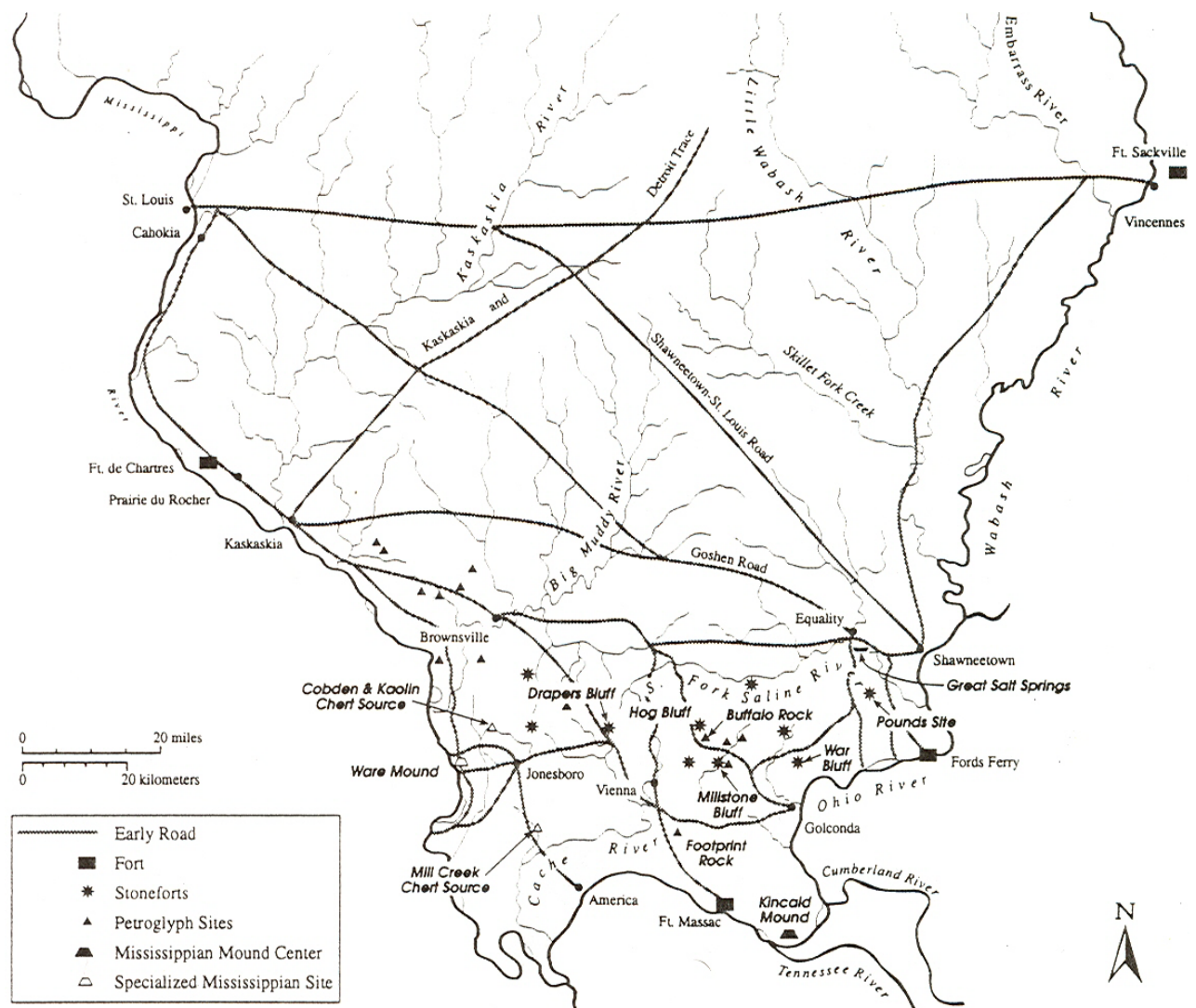
A map showing early roads in southern Illinois is found on page 4.



In the introduction, Morrow and McCorvie state that until Illinois became a state in 1818, few of its roads were “improved” in any way. The authors continue, explaining that six natural highways crossed the southern Illinois region and linked the earliest settlements, such as Vincennes, Indiana and Kaskaskia, Ft. Massac, Shawneetown, and Golconda, Illinois. They state that many of these overland trail systems began as animal traces linking shallow river fords and vital natural resources such as salt licks and springs. These natural transportation corridors, the authors observe, served to shape and influence the use of the land and resources of southern Illinois for many centuries. (p. 5)

Under the section titled *Early History*, the authors cover prehistoric Native Americans, bison trails, French settlement and British control. Morrow and McCorvie relate the location of prehistoric archaeological sites and buffalo trails to the location of early roads.

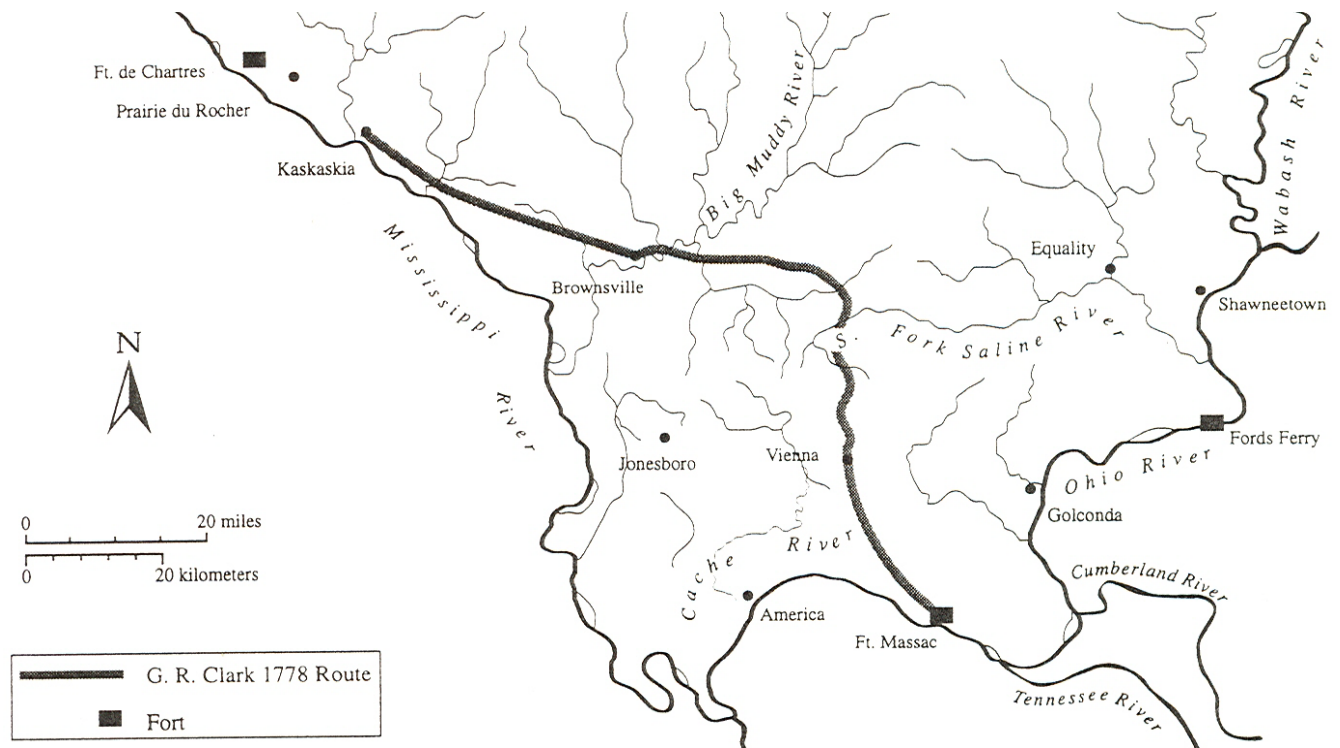
A map on page 8 illustrates the juxtaposition of old roads and these sites.



Quoting trail historian A. B. Hulbert, the authors point out that any route that could support herds of buffalo would be well suited to human needs. (p. 10) French settlement in the American Bottoms is referenced, “The only ‘improved roads’ found in early southern Illinois were in the American Bottom region. Tiny communities . . . were linked by short roads to the larger settlements . . . These roads were sufficient to allow ox carts, with their solid wood wheels, to travel through this region.” (p. 12) The section on British control discusses George Rogers Clark’s trek across southern Illinois from Ft. Massac to Kaskaskia in 1778.



A map illustrating this route is found on page 14.



The section titled *The Great Migration* is covered on pages 15-28. According to the authors (p. 16), “Regardless of whether the travelers chose the Ohio River or an overland route, they generally entered Illinois at one of three main entry points: Vincennes, Indiana on the Wabash River; or Shawneetown or Golconda, Illinois on the Ohio River. The westward roads leading from these three early settlements funneled the majority of the new pioneers into or across the southern Illinois regions. They were major hubs of this area where many important roads and trails crossed.” The roads of interest to the Trail of Tears investigation are discussed on pages 23-25, under the heading Golconda Roads. Morrow and McCorvie point out that Golconda has its beginning as a ferry town. They state that “Ferry competition was fierce along major waterways, and entrepreneurs went to great lengths to promote business at their locations. Not only were handbills posted along roads advertising specific ferries, it was not unusual to have ferry owners mark out roads leading to their businesses.” (p. 23)

James Lusk, builder of the first ferry at the Golconda in 1799, is mentioned on page 23. The authors point out that Lusk cut roads on both sides of the river, first working east across Kentucky to the Tennessee border, then chopping a six-foot wide road to Dave Green’s ferry on the Mississippi, in present day Union County. A road originating in Golconda was called the Golconda-Cape Girardeau Road. The authors refer to trail historian William E. Meyer’s discussion of the Nashville-Saline River Trail. (p. 24) They point out that the southern fork of this trail traversed the Ohio River at Golconda,



continuing across southern Illinois towards the Mississippi and Cape Girardeau, Missouri.

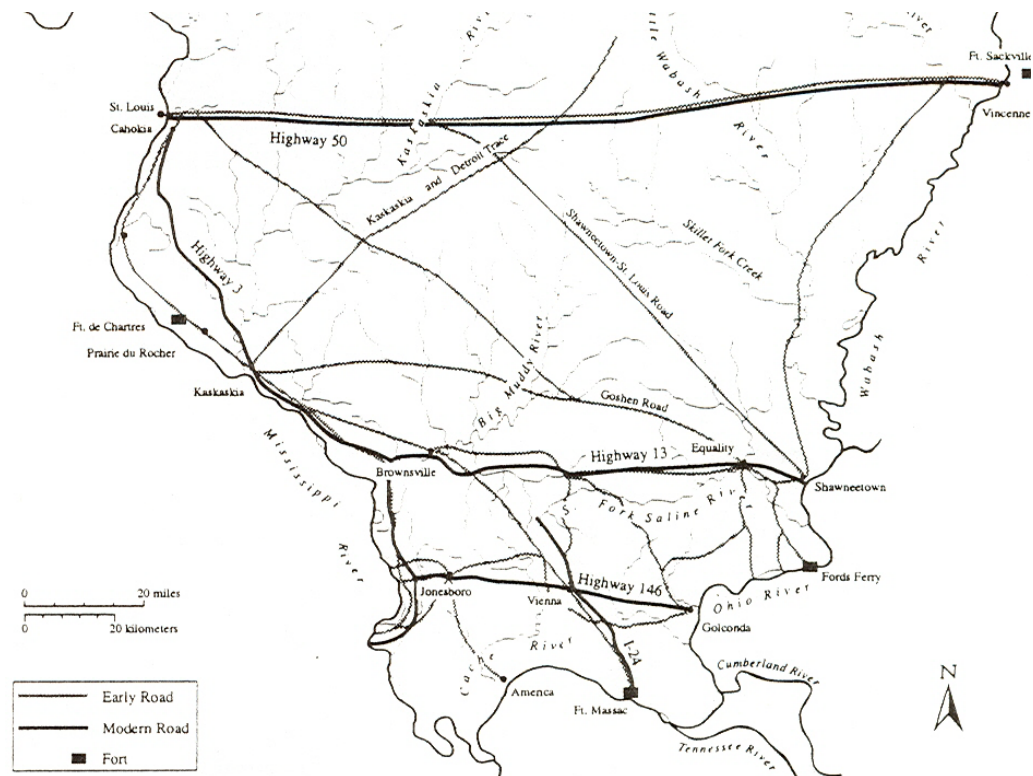
Morrow and McCorvie mention that postal roads were created in southern Illinois in the 1820's and improvements were made to the local roads, including the Golconda-Cape Girardeau Road, which continued to be an important corridor to Missouri. (p. 25)

Morrow and McCorvie discuss the Trail of Tears on pages 26-28, pointing out that the old Golconda-Cape Girardeau Road received recognition as the Illinois section of the northern Trail of Tears land route, designated a National Historic Trail by the National Park Service. The major northern land route roughly followed the old Nashville-Saline River route northwest of Nashville, Tennessee, and crossed the Ohio River at Golconda at the ferry owned by John Berry. (p. 27) The authors elaborate on the route in Union County in a passage on page 28, excerpted below.

West of Jonesboro, Illinois, the route split. The northern route, roughly Illinois Highway 146, continued straight to the Mississippi, where it crossed at Green's Ferry near Moccasin Springs at the present-day site of the Trail of Tears State Park.

The southern fork out of Jonesboro is no longer a major thoroughfare in southern Illinois, and remnants of the original road still exist in places. The beginning of the fork today is called Pansy Hill Road. The road follows along ridgelines southwest towards Hamburg Hill. This road led to the old Bainbridge Ferry in the 1830's, and crossed just north of the Cape Girardeau bluffs.

The final section notes that Illinois Highway 146, stretching from Golconda to Cape Girardeau, is the old emigrant road followed by the Cherokees. (p. 29) A map of southern Illinois illustrating modern roads and early roads is found on this page as well. (*see following page*)



**Ramey, Nellie Holland. 1949. History of the early roads in Illinois.** Urbana, IL: University of Illinois at Urbana-Champaign. 36 p.: maps. Thesis. Available at: Urbana, IL: University of Illinois at Urbana-Champaign. 1988 microfilm.

**Annotation:** This manuscript traces the history of roads in Illinois. A table of contents and list of maps are included, as well as a bibliography. Ramey has focused mainly on the laws governing establishment of early roads. The first mention of roads in southern Illinois is found on page 4, where the author points out that with the exception of the military road from Kaskaskia (on the Mississippi River) to Fort Massac (on the Ohio River), there is no record of a long road built during the French regime. When George Rogers Clark made his expedition from Fort Massac to Kaskaskia, he made use of a guide who led his group on what was called a hunter's road, which may have been little more than a trace, as the guide lost his way a short distance from the Ohio River. (p. 6) As the area passed from the hands of the French to the English and finally the Americans, laws governing the control of roads were enacted. The laws of the Northwest Territory covered road building, with the inhabitants petitioning for a road and paying the costs unless the county or state took charge of the road. (p. 9) While part of the Indiana Territory, the courts of common pleas had authority to open, amend, repair and close all roads and enforce all laws for opening new roads and vacating old ones. (p. 10)

According to the author (p. 10-11), when residents wanted to have a road put through from their house to the main road, or to connect them with neighbors, all they had to do was get up a petition signed by twelve people, three of whom were to be responsible for the cost. On page 12, Ramey states that each road that did not exceed thirty-three feet in

breadth, after being paid for by the people who had petitioned for it, was recorded and declared a common road. When Illinois became a state in 1818; all roads that had been laid out to conform with the laws of 1807 were to be considered public roads and highways. (p.15) Ramey points out that two roads were provided for at the first session of the new state legislature, one of which was a country road from Golconda to Kaskaskia, passing through Brownsville. (p. 15) In 1827, the county commissioner was given the power to purchase road scrapers, so as to keep the public roads in better condition. (p. 16) Chapter IV contains a discussion of roads in Illinois from 1818 through 1835. The author states that she has only described the most important and historic of these, any others having been traced onto the accompanying maps. According to Ramey (p. 17 –18), “A road also ran from Shawneetown, situated on the Ohio River, which was incorporated in 1818. Shawneetown’s convenient situation made it the principal port in Illinois for immigrants coming from the east by boat. From here they hired horses or traveled on foot to their new homes as no stage ran in this section of the country. The result of this demand for means of travel resulted in roads which ran from Shawneetown to Vandalia, Fairfield, Jonesboro, Kaskaskia, Carmi and Vincennes.” The author cited the October 1831 issue of *The Illinois Monthly Magazine* for stage information. Ramey continues on page 18, “The state capitol was changed from Kaskaskia to Vandalia in 1819, thus making that city a great road center. The legislature in 1823 appropriated \$1,915 for roads, \$250 of which was to be spent on a road from Vandalia to America passing through Jonesboro and Brownsville, a similar amount to be spent opening a road to Golconda going through Mt. Vernon and Frankfort . . .”

A short discussion of stage lines takes place on page 20, as the author cites several stage routes, times of departure and rates in central Illinois from the 1833-1835 *Sangamon Journal*. The balance of the manuscript deals with the settlement and development of roads in central and northern Illinois. Accompanying the text are eight plates, containing maps depicting the roads of Illinois as they developed over time and as documented through legislation. The earliest map, Plate I, shows three roads beginning at Golconda, and one passing north to south through Jonesboro (from Brownsville to America). By 1833, according to Ramey’s map, only two roads are shown leaving Golconda, both heading in a northwesterly direction.

**Wagner, Mark J.; McCorvie, Mary R., 1992. Pioneer transportation routes.** In: The archeology of the Old Landmark: nineteenth-century tavern along the St. Louis-Vincennes trace in southern Illinois. Wagner, Mark J.; McCorvie, Mary R., editors. Published for the Illinois Dept. of Transportation by the Center for American Archeology: 23-62. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. F549.O43 A73 1992

**Annotation:** The first section of this chapter presents a brief history of the pioneer transportation routes used by early nineteenth-century travelers to reach southern Illinois. (p. 23) Both water and land routes are discussed in addition to the overland transportation routes of southern Illinois. This section contains several maps; one featuring eighteenth- and nineteenth-century transportation routes within the Upland South, another showing

river drainages and settlement in Illinois in 1830, and a third illustrating the location of eighteenth- and nineteenth-century ports of entry in southern Illinois on a 1822 map of the state. The discussion on water routes gives an overview of the history of travel on the Ohio River, citing Fort Massac and Golconda as early points of entry. Examples of the dangers involved with river travel of the time are given, as well as vivid descriptions of the methods utilized to travel up the Mississippi after reaching the confluence of the two rivers. Overland travel routes leading from the upland south are briefly discussed on pages 27-29. The authors have cited references that mention the Nashville-Saline Trace as one of the routes leading into southern Illinois. (p. 29) They point out that this route branched near Princeton in western Kentucky, with one main branch leading to Lusk's Ferry on the Ohio River at Golconda. Wagner and McCorvie next examine the overland transportation routes within southern Illinois, citing a reference stating that most early settlers traveling to the area landing in one of the Ohio River ports – Fort Massac, Golconda, Rosiclare, Elizabethtown, Cave-in-Rock and Shawneetown – of southeastern Illinois. The authors point out that from these ports, a series of land routes extended westward toward Kaskaskia on the Mississippi River. Again mention is made of Golconda as being the terminus of the main branch of the Nashville-Saline Trace. (p. 31) From Golconda, the authors continue, a road headed northwest toward Kaskaskia. They cite sources naming other roads leading from Golconda “including a fork of La Grande Trace and a road from Fort Massac that extended through Golconda and Shawneetown before eventually terminating at Vincennes.” Golconda is mentioned as the site of the famous Lusk's Ferry, established in 1797, (p.31) and Governor John Reynold's account of the crossing he made as a boy with his family, in 1800.

## Pope County

**Allen, John W. 1949. Pope County notes.** Carbondale, IL: Museum of Natural and Social Sciences, Southern Illinois Univ. 95 p. fold-out illustrated map. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.3991 A427p 1949

**Annotation:** In the preface the author states, “no history of Pope County has heretofore been published.” Allen has included a table of contents and an index, which includes locations marked on the illustrated map. The book is not divided into chapters but arranged by subject. The annotator has followed the text in order of subject matter and will cite relevant passages.

Under the heading - Early Settlers, (p. 13) the author states that the settlements within the region south of Glendale and around Dixon Springs were generally located near the early roadway leading from Lusk’s Ferry to Vienna and Jonesboro. Under the heading - Ferries (p. 20) is found the story of Major James Lusk, operator of the first ferry at Golconda from 1797 until his death in 1803. The ownership of the ferry is then traced by the author from Lusk’s widow Sarah, to her new husband Thomas Ferguson in 1805, when it then became known as Ferguson’s Ferry. The author indicates that a road was laid out from Lusk’s Ferry to Green’s Ferry on the Mississippi. (p. 20)

The subject heading - Roadways, is of particular interest, as Allen has summarized the development of roads in Pope County. Passages of interest have been excerpted below. (p. 25-26)

The first roads in the Pope County territory were those leading from the early ferries on the Ohio toward important points to the north and west. They were often kept in repair by the owners of the ferries, in order to attract travelers to their places of business. It is recorded that some of the roads leading from Lusk’s Ferry were laid out and opened by Major Lusk to secure business for his ferry at Golconda.

The first authentic map yet found that shows roadways of present-day Pope County is the postal map issued in 1841. This map was made by David H. Burr, Geographer of the House of Representatives. Although it was issued in 1841, the information on which it was based evidently was gathered two or three years prior to that time. This map shows a main highway entering the county southwest of present day Bay City and proceeding in a northeasterly direction to a place near the Ohio River, about two miles north of the village. The road then followed along the river through the present town of Golconda and left the county about the northeast corner of S34, T12S, R3E. This was the main highway leading from Fort Massac to Rock and Cave [*sic*].

Another important road was the one leaving the Fort Massac-Rock and Cave [*sic*] road about two miles north of Golconda and going west. It passed a short distance north of Dixon Springs and continued toward Vienna and Jonesboro. A third road left the Ohio river at about the same place, proceeded in a northwesterly direction, passed the present village of Eddyville, and left the county near the northwest corner. This road led from Golconda, or Lusk's Ferry, to Frankfort and on to Kaskaskia. A fourth main highway entered the county about two miles north of the present village of Robbs and proceeded in a northeasterly direction to S24 in T11S R6E. At this point the road forked; one branch, continuing in the same general direction, passed about a mile south of present Delwood and a mile north of Oak, and left the county near the northwest corner of S1 T11S R6E. The south branch of this road passed about one-half mile south of Oak, crossed Gibbon's Creek a short distance north of Herod, and left the county about a half-mile south of the northeast corner. Both branches of this road led to Shawneetown and appear to have offered a choice of roads, depending upon the weather or season. These were doubtless many other roads in the county at the time, but these were the roads over which the mail was transported. It was over these roads that the early-day stagecoaches were driven. Some very old persons recall the last of these coaches and knew the men who drove them . . .

The tendency in laying out these earlier roads was to follow as direct routes as conditions warranted. Since there were very few fenced farms, land lines were generally ignored, high hills and swamps avoided, and streams crossed at points where they could be most easily forded. With the establishment of farms and the building of fences, many old roadways were changed to follow land lines. In many places in the county, one may yet see the deeply worn trails of old roadways, some of which were deserted a century ago.

Since bridges were practically unknown, larger streams were crossed by ferries and smaller ones by fords. A ford was necessarily located at some shallow point on the stream, where sloping banks permitted wagons to enter the stream and be pulled up on the other shore. In some places where a solid bottom could not be found, floors of logs and poles were laid in the bed of the stream. These were often held in place by cross poles that were fastened down by forked posts. This same method of crosslaying with logs and poles was used in swampy and miry spots. It was called corduroy. Though it was a serviceable road, it was a rough one.

Allen continues with a discussion of fords that were established in early days and are still in use. He points out that as bridges were built, the location of roadways changed, and many of the old fords have been forgotten. Allen observed (pg 26-27) that as one wanders along some stream, he occasionally sees a deeply worn, abandoned roadway leading to a likely crossing place. On the other bank of the stream the same evidence of an old roadway leaving the stream is observed.

The final topic of interest begins on page 68 under the heading - Towns and Post Offices. Excerpted below are relevant passages. (p. 68-72)

A post office, known as Allen Springs, was located about one mile south and a half-mile east of Dixon Springs. Various old maps show different locations, doubtless indicating the movement of the office to the residences or stores of those serving as postmaster. On some maps and in some records it is indicated as "Allen Springs"; on others it is set down as "Allen's Spring." The post office was first established on August 5, 1857 with George M. Allen as postmaster.

One of the early post offices established in Pope County was that of Big Bay, located near the present site of Dixon Springs. This post office was established on May 7, 1835, and King Hazel was appointed postmaster . . . The post office was discontinued on November 2, 1835. This office and another at Golconda are the only ones appearing on a map published in 1841 (*this appears to be Burr's Postal Map*) and showing the post offices and post roads of Pope County. Its appearance on the official postal map based on data gathered about 1838, seems to indicate its existence at that date; yet the postal records in the National Archives indicate that it was closed in 1835. In some very early census reports for southern Illinois, Big Bay is mentioned, but no definite location is given.

Dixon Springs takes its name from William Dixon who once owned the land there. The post office in this vicinity has borne several names. It was first established as Big Bay in 1835. The next post office at or near this place was known as Resort. This office was established on February 1, 1896. The name was again changed to Dixon Springs on February 11, 1905.

The entry on Golconda recounts the story of Major James Lusk's arrival and the founding and growth of Golconda. Passages of interest are excerpted below from pages 74-77.

The first recorded residents on the site of the present city of Golconda were Major James Lusk and his family. Lusk . . . came into Kentucky in 1796 and located near the Ohio River, just across from the mouth of Lusk Creek. His property in Kentucky fronted on the river, so it was natural that he began to ferry travelers across. He received a ferry license from Kentucky in 1797. Major Lusk wished to move across the river into present-day Illinois but was somewhat discouraged by General William H. Harrison, governor of the Territory. It was Harrison's wish to offer the Indians living in the region no offense until they could be removed by treaty.

Lusk grew impatient at the waiting and crossed the river into Illinois, then a part of the Northwest Territory. With material secured mostly from keelboats, he built a . . . two-story house, near the bank of the river and east of the present city. This became known as Lusk's Tavern. It was also referred to as Fiddlers' Green, a name given by a man named Pittulo . . . A number of other people who had come

with Lusk from the Waxhaw settlement in the Carolinas also crossed the Ohio and took up residence in the immediate vicinity.

Major Lusk continued to operate the ferry across the Ohio and to give much attention to the opening of roadways to the west and north. While at his work in opening a roadway toward Green's Ferry on the Mississippi, he became sick and died at Golconda, in 1803. Upon the death of Lusk, his wife Sarah, continued to operate the ferry, securing a license . . . in 1804. On April 2, 1805, Mrs. Lusk became the wife of Thomas Ferguson . . .

Postal records in the National Archives show that a post office called Ferguson's Ferry was established in 1812 or 1814 . . . The name of Golconda as a post office first appears on September 7, 1825 . . . In 1807, the settlement consisted of three small stores, one tavern, one grocery or saloon, and about twenty dwellings. When Pope became a county, the first meetings of the officials were held at the residence of Thomas Ferguson. On September 4, 1816 a contract was made for the erection of a courthouse, 24 feet by 26 feet, to be built of logs. By 1832, this courthouse was considered outmoded, and a two-story brick one was built. The present courthouse was built in 1871.

There is a passing mention of the Cherokee Removal on page 77, where Allen comments that the Cherokee crossed on the ferry at Golconda during their trek from their homes in Georgia to the Indian Territory.

The next settlement of interest discussed by the author is Wool, also known as Brownfield, Old Brownfield and Columbus. Excerpts from this section of the book (p. 86) follow.

The name of Wool was given to the post office located at or near Columbus. In later years this place became known as Brownfield. With the founding of the village on the railroad, the older place became known as "Old" Brownfield. It was named for John Brown, a local merchant . . . The village is located in the SE ¼ of the NE1/4 of S36 T13S R5E. . . The village of Columbus is shown on the 1876 atlas with the name of the post office as Wool. It is located about the center of Section 30 . . . This post office of Wool is said to have been named for a General Wool. Green's old mill was located near Brownfield. It was on Big Bay Creek in the NE1/4 of S36, and on June 13, 1820, that Green was given permission to build a dam 7 feet 6 inches high. The post office, Wool, was established August 5, 1857. It was discontinued and mail sent to Brownfield on August 27, 1892. A new post office, Brownfield, which took the place of Wool, was established on the same day.

The author has included a list of references cited, and refers to interviews of numerous old settlers of the area, which Allen asserts have been checked and verified. The accompanying map includes approximate locations for many of the roads, creeks, churches, settlements and landmarks mentioned in the text.



**Blatter, Robert K. 1998. The history of Waltersburg: the peaceful nineteenth century invasion of Pope County in southern Illinois.** Available at: Golconda Public Library, Golconda, IL. Located on Pope County History & Stories shelf.

**Annotation:** This volume of local history is organized into three parts; Part 1 – The Chronology: The history of Waltersburg, Part 2 – The Families of Waltersburg, and Part 3 – Family Genealogical Diagrams, Misc. Records and Maps. The introduction is quite extensive and covers several subjects, including migration, immigrants, and the prelude and genesis of the settlement called Waltersburg. The founding families of this community first arrived in 1815-1820, and filed for land in many of the sections found located in T13S R6E. These early landowners settled in areas that in due course became the villages of Hodgeville, Waltersburg and Brownfield (later Old Brownfield), and were more or less located on the way to Vienna. On pages 5-6 the author quotes Rev. John Blanchard, (from Rev. Ronald L. Nelson's work, *The Roar of God's Thunder*).

There was no church house in Golconda then and there was no schoolhouse. There were a few professors in the town but no regular preaching. There was a good deal of liquor drunk here. Sometimes a general knock down would take place. Golconda was a hard place in that day. There were but few inhabitants. No streets but Front Street on the river. The old courthouse was cracked and became dangerous. The jail was a log jail . . . There were but a few steamboats then. Freight produce was carried by flatboats altogether. Cattle and hogs were carried on flatboats. The people did not have mule teams or horse teams then. But ox wagons were in abundance.

The author observes that in Golconda's early history, it became a landing for the river ferries that provided transportation across the Ohio River as part of the route taken by many emigrating westward from Virginia, the Carolinas, Tennessee and Kentucky. This was where the U.S. Army in 1838 "escorted" the Cherokee nation along the "Trail of Tears." (p. 6) In Blatter's discussion of the naming of Waltersburg, he states that the Henry and Adolph Walter founded the Walter Brother's Store, the Kaskaskia Road about five miles west of Golconda where the road curved northward past Pittulo Bluff (located in the west half of the NE quadrant of section 17, T13S R6E). The author explains that the settlements of Rising Sun and Bird Eye (Rock) also arose along this road, which continued westward across Illinois. The post office at Waltersburg was established in 1878. The Walter brothers arrived in Pope County in the early 1850's, and would not have been present during the Cherokee removal. The brothers attended a school in Hodgeville, which had been established in 1822. The Kaskaskia Road is mentioned several times, in relation to homes or businesses established along it in the Waltersburg area. The final item of interest contained in the volume is a map, hand drawn by the author, of the Waltersburg and Rising Sun area as it was before 1930. The route of the Kaskaskia Road is marked, as well as homes or landowners, cemeteries, churches and schools.

**Bowman, Faye Morris, compiler. 2001. Rock community in Pope County, Illinois: early 1800's – 2001.** Eldorado, IL: Rocky's Advances Printing. Available at: Golconda Public Library, Golconda, IL. Located on Pope County History & Stories shelf.

**Annotation:** This book chronicles the families who settled the small community of Rock, located in Township 13 South, Range 5 East, approximately eight miles west of Golconda and a few miles north and east of Dixon Springs. The settlement was originally called Birdseye, but when application for a post office was made in 1853, it was discovered that this name already existed in Illinois. The manuscript includes a table of contents, individual family genealogical reports, a few area maps, a bibliography, an index and a cemetery index.

The chapter titled *Family Histories* contains a story on pages 75-76, told by Dan Furlong in August 2000, of the Rev. George Parmley Family. Furlong recounts a family story, excerpted below.

A very interesting event took place in the front yard of this house during the famous Trail of Tears. A few Indians escaped from the march between Golconda and Brownfield. They came up the bluffs and found this house. My great grandparents and my grandmother and her brothers and sisters were awakened early that morning to find Indians in their front yard! They were fearful for a brief moment then they realized the strangers were only starving and quite harmless. The family gathered eggs and went to the smokehouse and got a lot of bacon and fixed a huge breakfast to feed their visitors and their own large family.

Further on in the family genealogy, it appears that Furlong's grandmother was born in 1890, and that his great-grandfather was born in 1846. The great-great-grandfather, Ellsberry Parmley was born in 1823 in Illinois, and raised his family in Rock.

**Hanna, Albert S. 1928. A study of Hodgeville: the home neighborhood of my youth.** Copied from document owned by Mrs. Marie Bannon. Available at: Golconda Public Library, Golconda, IL. Located on Family Histories shelf.

**Annotation:** This manuscript is about the small community of Hodgeville, which was situated on the old road leading from Golconda to Vienna. The Hanna family first settled in the area about four miles west of Golconda in 1819. The author has included two hand drawn maps. The first is a rough 'plat' map, with farms owned by relatives and local schools marked. The second is a rough map of the eastern part of Pope County, with the sites of local schools and the German Settlement (Waltersburg) marked. Of minor interest is the fact that the author's grandfather's (George Hanna) first wife was Margaret Crawford, a cousin of Andrew Jackson. On pages four and five, Hanna reminisces about roads in the area.

In Hodgeville there were but three "public" roads. By public is meant those roads which no one dared close even though he owned the land on both sides of the

road. Chief of these was the Vienna road, which ran east and west through the southern part of the neighborhood. This road was of more than local importance, for it was the main route of travel from the ferry across the Ohio River to the ferry which crossed the Mississippi, used largely by people migrating from Kentucky and Tennessee to Missouri and Kansas. Sixty years ago “moving wagons” were numerous and were, most of them, headed west . . . For the people of Hodgeville this road meant the way to Golconda, and market for produce at certain seasons of the year. As roads went those days the Vienna road was a pretty good one. From Hodgeville to Golconda there four steep rocky roads to go down, and one such to go up. Fortunate for the farmers because their loads were usually heavier going to “town” than when returning, - the proceeds were light.

The second “public” road extended from the Vienna road north to another “big” road parallel with the Vienna, which also meant a way to Golconda, but this big road was not in Hodgeville, it was in the German neighborhood, which was the next neighborhood north of Hodgeville. This north and south road is the chief one which still causes me to blush with shame even though I have not seen it for more than thirty years. Gullies and mud! God forgive them.

The third “public” road extended east and west in the northern part of Hodgeville and was of only local importance. Unfortunately for me, it was the road over which we went to town. The only reason this road was less bad than the north and south road above mentioned was that it was in most places so exceedingly rocky that gullies were impossible. Where rocks were few or scarce, gullies were many and large.

In discussing the map, which he had drawn, depicting school districts, the author states “Southwest of Hodgeville was “Wool” Post Office, called Columbus and later Brownfield, and still later “Old Brownfield”. Hanna takes some time to explain what Pope County was like in his childhood, and the manner in which folks lived their lives.

**Hayward, Elizabeth. 1948. John M’Coy: his life and his diaries.** New York, NY: American Historical Co. 493 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 973.5 M131Bh

**Annotation:** The author of this biography is the great-great-granddaughter of the subject, John M’Coy [*sic*]. The ninth child of M’Coy and Jane (Jincy) Collins McCoy was George Rice McCoy (1817-1848). Dr. George Rice McCoy married Mary Ann Field in 1838 and settled in Golconda, IL. In this volume it is reported that Dr. George Rice McCoy accompanied the Cherokee during their removal to the Indian Territories in the winter of 1838-39. Dr. George Rice McCoy and his wife are buried in the Golconda City Cemetery. The text consists of two parts, the first a narrative reconstructing the life of M’Coy from various sources, and the second containing M’Coy’s three surviving diaries (1842-44, 1847-52, 1856-59), printed in their entirety and accompanied by extensive footnotes. The volume includes a bibliography listing unpublished sources, books,

pamphlets, newspapers and periodicals, as well as an extensive index. Relevant citations are excerpted below.

In one respect, John M'Coy's wish that a son of his might minister to the Indians in their distress was fulfilled. George Rice McCoy, after studying medicine with Dr. James S. Athon of Charlestown [Indiana] and at the medical school in Louisville, performed a service, which must have met with his father's approbation. When the Cherokees were removed from their tribal lands Dr. McCoy was employed by government agents to accompany them on their long trip to the Indian country. It was an arduous journey, taking a full four months. Dr. McCoy was in the saddle most the time, in all weathers. Sharing the hardships of the long trip, he was able to do much to alleviate the sickness that was bound to occur among the Indians as they went slowly forward across lands that were strange to them to new homes that were stranger still. (p. 66-67)

George Rice McCoy, the son who studied medicine, married Mary Ann Field of Charlestown [Indiana] in 1838 and shortly afterwards went to Golconda, Illinois, to establish himself as a doctor. (p. 79)

Dr. George Rice McCoy's wife was Mary Ann Field (1818-1902), the daughter of Daniel and Elizabeth (Daily) Field. They met while she was attending school in Charlestown [Indiana], having come there from her home in Golconda, Illinois. (footnote 191, p. 294)

**Hazel-Ford, Tess Diane; Hazel-Dillow, Dorothy Ann. 1993. The Hazel family: pioneers to the new frontier.** Murphysboro, IL: Hazel-Ford Publications. 67 p.  
Available at: Golconda Public Library, Golconda, IL: located on Family Histories shelf.

**Annotation:** The family profiled in this history lived in the Allen Springs/Dixon Springs area of Pope County. According to this manuscript, the earliest records kept for Pope County includes several members of the Hazel family, the earliest record being a birth in 1810. The old Hazel Family Cemetery is located on the north side of Brownfield Road, section 21, T13S, R5E. The author cites *The History of Pope County* (1893) on page 27, where she makes the statement, excerpted below.

. . . one of the early post offices established in Pope County was that of Big Bay, located near the present site of Dixon Springs. This post office was established on May 7, 1835 and King Hazel was appointed postmaster. The post office was discontinued on November 2, 1832. This office and another at Golconda are the only ones appearing on a map published in 1841, showing the post offices and post roads of Pope County. Its appearance on the official postal map based on data gathered about 1838, seems to indicate its existence at that date; yet the postal records in the national archives indicate that it was closed in 1835.

The author continues, repeating that the first post office was Big Bay, established in 1835. She states that the next post office at or near this place was known as Resort, established in 1896. Hazel-Ford continues with an account from a manuscript titled *Tell it Like It Was Here And There Around Dixon Springs*, by Lillian H. Robinson. When contacted, Hazel-Ford stated that an older relative gave this remembrance to her, and she did not have any particulars regarding Robinson (other than she might be descended from William Dixon – who obtained a land grant in 1845 for the area now known as Dixon Springs). No date is given for the article. Relevant portions from pages 27-30 are excerpted below.

Dixon Springs was considered sacred ground by the Indians. It was always a favorite camping ground of the Algonquin Indians. The Algonquin Indians waged relentless war on the great tribes of the Iroquois who inhabited the territory south of the Tennessee River. In their pilgrimages to and from combat, Dixon Springs was one of their favorite camping grounds. It was named by the Indians, ‘KITCHE-MUS-KE-NEE-BE’, meaning ‘Great Medicine Water’, showing their great faith in the curative powers of the waters.

The Indians used to winter at the Springs and there is a story that at one time the Springs was considered neutral territory – any and all tribes coming there would lay down their arms while there . . . The springs was called ‘Allen Springs’, the ‘Resort’ and later changed to ‘Dixon Springs’ about 1904 or 1905. Cox town was once called Allen Springs. It was a few miles east of Dixon Springs . . . There was a mill and a big blacksmith shop which sat on a big rock near the Baptist Church . . . Hound Ridge School district 18 was named Buckhorn after the buck deer. The community was called Hound Ridge. The school district was later changed to District 22 – Lincoln School. The ridge was later changed to Walnut Ridge. There was no road on Hound Ridge, only a path.

The author has included a table of contents and an extensive reference list.

**McConkey, David K.; Titus, Steve. (American Resources Group, Ltd., Carbondale, IL.) 1995. A phase I archaeological investigation at the Buel House (11-Pp-359) in Golconda, Pope County, Illinois.** Appendix in: Cultural Resources Management Report No. 280 White & Borgononi Architects, P.C. 1997. Historic structure report: the Buel House, Golconda IL. Available at: Golconda Public Library, Golconda, IL

**Annotation:** This archaeological study was designed to contribute to the preparation of the *Historic Structure Report: the Buel House*, of which this study is one of three appendices. The manuscript contains a detailed table of contents, an eighteen-page list of references and a list of figures. According to the abstract, (p. i) the Buel House acquired its historical significance as a result of an oral tradition linking it with the Cherokee Trail of Tears. This association with the Trail of Tears had prompted the National Park Service to identify the house, along with Golconda’s Berry’s Ferry, as a “high-potential” historic site for development as part of the Trail of Tears National Historic Trail. The abstract

continues “Based on the results of the archival research and archaeological investigation, it appears that the Buel House was built in 1840, one or two years after the Cherokee passed through Golconda on their way west.” In the introduction (p. 1), the authors point out that the Buel House is located only a few blocks from the old Lusk Ferry, where the Cherokee crossed the Ohio River and entered Illinois during the winter of 1838-1839. In addition to the story of Grandmother Buel cooking pumpkin and being surprised by two hungry Cherokee Indians at the door, the authors state “it is also said that once the Indians had reached Oklahoma they were asked about their journey, and the only kind words they had about their trip through Illinois was that a woman from Golconda had fed them some pumpkin.”

Chapter IV, Settlement of Pope County: 1800-1940, consists of a section on transportation that includes a mention of early ferries and the development of roads leading from Golconda. A map on page 26 features early transportation routes in southeastern Illinois. Towns and trade centers are discussed in a section on pages 29-30. The history of Golconda is discussed on pages 31-34. Major James Lusk and his second wife, Sarah McElwaine Lusk are mentioned, as the first settlers between Kentucky and Kaskaskia, on the future site of Golconda. According to the authors’ sources, Lusk was granted a license from the state of Kentucky in 1797 to operate a ferry across the Ohio River. During 1789 [1798?], Lusk crossed into Illinois and built a two-story house near the bank of the river just east of Golconda. This house, known as Lusk’s Tavern, was located on the north side of Lusk Creek, where Lusk planned to operate his ferry. (p. 31) The authors continue (p. 32), “James Lusk built a road from Golconda to David Green’s Ferry on the Mississippi River. He began building the road in August 1803. Lusk was assisted by Shadrach Waters and twenty other men. James Lusk died in Golconda on September 27, 1803, after completing the road to the Mississippi River.” Page 33 contains a map showing various ferries located near the project site.

The Buel family history is examined on pages 34-37. The authors state that when Alexander and Sarah Buel moved to Golconda in September 1836, the village numbered less than 200 inhabitants. Buel opened a tanyard on the riverfront, at the end of Madison Street, in an old stone house, that had once been the residence of a Mrs. Lottie Thimble (p. 35). The upper floor of the house was used for shoemaking and the lower of the tannery. The authors conjecture that the Buels lived in this store until their log house was built in 1840. Page 36 consists of a map of Golconda, taken from Union Atlas Co.’s *1876 Atlas of Illinois*, with the sites of the tannery/shoe store and the Buel House indicated. Jasper Buel, son of Alexander and Sarah, was the father of Ina Buel Richards, the last family member to live in the house. Jasper, in an interview with the *Golconda Herald Enterprise* in 1934, recalled that from time to time groups of Indians would return to Golconda on their way east to visit their old homeland. He stated that these groups of Indians would sometimes camp for weeks at a time just south of their house. (p. 37) Chapter V (p. 38-44) concerns the Trail of Tears, including a general history of the removal and a more detailed examination of Richard Taylor’s Eleventh Detachment. The missionary Daniel S. Butrick and his wife accompanied this detachment. Excerpts from Butrick’s journal as he traveled across southern Illinois are included, with references to the ferry crossing at the Ohio River, Golconda, Mt. Pleasant, Dutch Creek and Jonesboro.

Two maps are included in this chapter; figure 7 (p. 40) shows the Trail of Tears route through Illinois, based on a NPS map, and figure 8 (p. 42), is an 1810 map showing Golconda and the Trail of Tears route through the area, based on a map by Herb Meyer. This second map is very interesting, although it does not agree with the facts as expressed earlier in the study, such as which side of the creek Lusk's tavern was built on (p. 31), or the initial route of the road marked as Lusk's Ferry Road, as shown on the map located on page 26.

Chapter VIII (p. 71-71) contains an evaluation of the research questions. Of particular interest is the question; will archaeological evidence of the site being associated with the Cherokee Trail of Tears be recovered? Findings reveal no evidence of the Buel House being directly associated with the Cherokee Trail of Tears.

Chapter IX (p. 73-74) contains the summary and final evaluation of the site. The study found that the Buel House is a historic homestead occupied from 1840 to 1989 by Alexander and Sarah Buel, their daughter Francis Buel, son Jasper and wife, and finally, their daughter Ina Buel Richards. Although findings show that the house does not appear to have been associated with the Trail of Tears, the authors feel it is still an important historic structure, having been continuously occupied by the same family for 146 years. The Buel House, along with much of the village of Golconda, is listed as the "Golconda Historic District" on the National Register of Historic Places. (p. 74) The balance of the study is composed of research design and methodology, excavation reports and artifact tables.

**McCormick, Mildred B. Pope County history scrapbooks of Mildred McCormick articles: Vol. I.** Available at: Golconda Public Library, Golconda, IL. Located on Pope County History & Stories shelf.

**Annotation:** This volume is a collection of newspaper articles by local historian Mildred McCormick, published over a number of years in various local newspapers and magazines. Included is an article from *Springhouse* magazine containing a small amount history on the Buel family. McCormick writes that Alexander H. and Sarah Jones Buel came to Golconda in 1836 when the population was less than 200. She continues, "Alex Buel operated a tanyard on the riverfront at the foot of Madison Street where an old stone two-story house stood. The upper floor was used as a shoemaking establishment; the lower was used by the tannery. He built a log two-story house in 1840 on Columbus Avenue: the house still stands although the logs have been covered by 'weatherboard' siding. It is said to be the oldest house in Golconda which has been continuously occupied."

An article published in the *Golconda Herald Enterprise* newspaper on September 24, 1987 contains interesting background on the ferry at Golconda, excerpted below.

Major James Lusk was licensed by Kentucky in 1797 and operated a ferry until his death in 1803. His wife, Sarah, operated the ferry after his death and received

the first license granted for the Golconda side of the river in 1904, from William Henry Harrison, Governor of Indiana Territory. The license granted her the right to keep a ferry “opposite to the one formerly kept by James Lusk” (from Allen’s Pope County Notes).

On April 2, 1805, Sarah Lusk married Thomas Ferguson and the ferry became “Ferguson’s Ferry.” Ferguson was responsible for naming the town “Sarahsville” when it was platted in 1816. In June of the following year it became “Golconda.”

The ferry was bought by Green B. Field, along with most of the land of present-day Golconda. Ownership later passed to Daniel Field (cousin of Green B.), and a succession of family members. Mr. C. A. F. Rondeau mentions some of them in an early historical sketch in the *Herald-Enterprise*, 11 July, 1929. Mrs. Nellie McCoy Pierce owned the franchise at the time he wrote; it is still owned by members of the Field family, as far as is known by Mrs. Josephine McClusky, a local relative.

The ferry landing in the Kentucky side was situated on land owned by John Berry, during the early part of the nineteenth century, according to Rondeau. He owned several thousand acres of land bordering on the river, above and below the ferry landing. Mr. William Hoffman of Golconda believed he owned and operated the first steam ferry on the Ohio. Hoffman is also told by family members that the Berry farm was 10 miles square.

The ferry in succeeding years was operated by a number of people some by franchise, some by lease, and some without benefit of legal contract. Rondeau names many of the ferrymen in his account. Among them: Austin Allison, Dr. E. Rondeau, George Boos, John and Ben Kuebler, Wm. A. Sim, . . . and Walker & McCandless, who ran the ferry when the article was written.

One of the last published articles concerning the John Berry family was the report on July 1, 1936, of the death of Berry’s granddaughter, Anna Marie Greer, aged 95. The following account appeared in the *Harrisburg Daily Register*.

Mrs. Greer had often told Hoffman (the funeral director) about an attack by Union forces during the Civil War, on the Berry plantation. The house and barns were burned, even though Mrs. Berry directed her servants in rushing a meal to table in 30 minutes, as ordered by the commanding officers. In later years, Mrs. Greer managed the Berry farm. She was buried in Lowes Cemetery, Kentucky, beside her husband, at the highest point overlooking the river.

**Nelson, Ronald L. 1979. The life and works of William Rondeau: the old backwoods preacher.** Hartford, KY: McDowell Publications. 66 p. Available at: John A. Logan College, Learning Resource Center, Carterville, IL: Call No. BR 1725 R667 N33



**Annotation:** This small book chronicles what is known of William Rondeau, an early settler in the Pope County area. The work contains a table of contents and an index as well as reproductions of several photographs, a map of the Ohio River, showing Golconda, Berry's Ferry and Rondeau Island, and a few pages from Rondeau's diary. Much of the book consists of letters and diary entries, as well as deeds and other documents. Nelson traces Rondeau's life from his birth in England in 1779 to emigration to America in 1819, to the family's arrival in Golconda on a flatboat in the winter of 1820. Nelson states on page 3 that Rondeau built the family a log house on what was called the Old Hodgeville Road. In the next sentence the author mentions that Pope County Court records show Rondeau was permitted to retail merchandise in Pope County for one year. Pages 9-24 contain the diary Rondeau kept during a flatboat trip down the Ohio and Mississippi Rivers to New Orleans, undertaken in 1825. It appears his family

On page 28, Nelson states "during the summer of 1830, Ann Rondeau, William's wife, paid Alexander Hosick \$900 for what was then known as Golconda Island, later known as Rondeau Island. This would be their new home." The author has printed the deed in the text. Nelson describes the home built by Rondeau on page 29

**Nelson, Ronald L. 1979. A record of land owners in Pope County, Illinois in the early 1900's: plat maps with more than 2,000 listings.** Elizabethtown, IL: R. L. Nelson. 21 p. [1] fold leaf of plates: maps; 22 x 29 cm. Available at: Map Library Office, Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 912.773991 N429R1979

**Annotation:** This publication is a reprint of a Pope County Plat Book originally published by W.W. Hixson & Co. of Rockford, Illinois in the early 1900's. No actual date can be found in the document. An alphabetical index to township maps and an index to land owners are included. A map of the county is included, with precincts, sections, settlements, roads, creeks, and railroads marked. The maps are of particular interest, showing the roads that existed before Route 146 was built.

**Pope County Historical Society. 1986. History and families of Pope County Illinois, Vol. I.** Paducah, KY: Turner Publishing Co. Available at: Golconda Public Library, Golconda, IL. Located on Pope County Histories & Stories shelf.

**Annotation:** This is the first of what eventually became a series of three volumes published by the Pope County Historical Society. This volume contains a table of contents arranged by subjects. The first chapter gives a brief history of the county, of which relevant portions are excerpted below.

The settlement of Pope County resulted from its location on a main pioneer trail connecting Kentucky with Kaskaskia on the Mississippi River. In 1796, a party of thirty-three, including Revolutionary War Major James V. Lusk and his wife Sarah McEllwaine Lusk, after a trek of two months from Waxhall, South

Carolina, located opposite the site of Golconda at Cave Springs, Kentucky. Among the thirty-three who traveled with the Lusks were Thomas, James and Hamlet Ferguson . . .

In 1797, Major Lusk procured a license from Kentucky to operate Luck Ferry across the Ohio River. In 1798, he located on the Illinois side and erected a two-story frame house from materials obtained from keelboats. The house was known as Tavern House or Ferry House.

In order to attract travelers, Major Lusk hacked out a road from Lusk Ferry on the Ohio River to Green's Ferry on the Mississippi. These first roads were maintained by the ferrymen. Major operated the ferry until his death in 1803. His widow Sarah Lusk was given a license in 1804 by William Henry Harrison, Governor of Indiana Territory, and continued to operate the ferry. On April 12, 1805 Sarah married Thomas Ferguson who acquired her land and took over the ferry.

Ferguson's ferry competed with several other ferries across the Ohio River. . . . The most widely known ferry in Pope County was Lusk's Ferry.

The early roads built by the ferryman followed as direct route as conditions allowed. There few fenced farms and land lines were ignored. Bridges were practically unknown, larger streams were crossed by ferries and smaller ones by fords. . . With the establishment of farms and the building of fence, old roads were changed to follow land lines. Deeply worn roadways remain viable in many parts of the county. One of the roads, the old Golconda-Vienna road, became part of the Tail of Tears march of the Cherokees in the winter of 1838-1839. The Indians crossed the river at Golconda and camped west of town. (p. 11)

A short history of Old Brownfield appears on pages 24 and 25. Items of interest are excerpted below.

Old Brownfield became a settlement about 1850. John Brown operated a hotel and store there at that time. In August of 1857, he added a post office and named it "Wool," (before this it had been called "Shake Rag" for a time because of the custom of flagging down the stage as it went through.) The name Wool was chosen in honor of a general in the War of 1812. In the early days, too, the community, being in Columbus Precinct, was known as "Columbus." The name was changed officially to "Brownfield" in August of 1892. Since the early 1900's the remnant village has been called "Old Brownfield."

Two westward trails, both starting from the Ohio River Ferry at Golconda and passing through two other settlements, merged at this point, thus forming one of the main trails toward Kansas and point west. The infamous Cherokee "Trail of Tears" followed this route.

One of the settlements mentioned as being on this trail was Waltersburg, its population almost 100% of German origin. The other was Hodgeville, made up of people primarily of Tennessee origin. Old Brownfield was the meeting place for these communities.

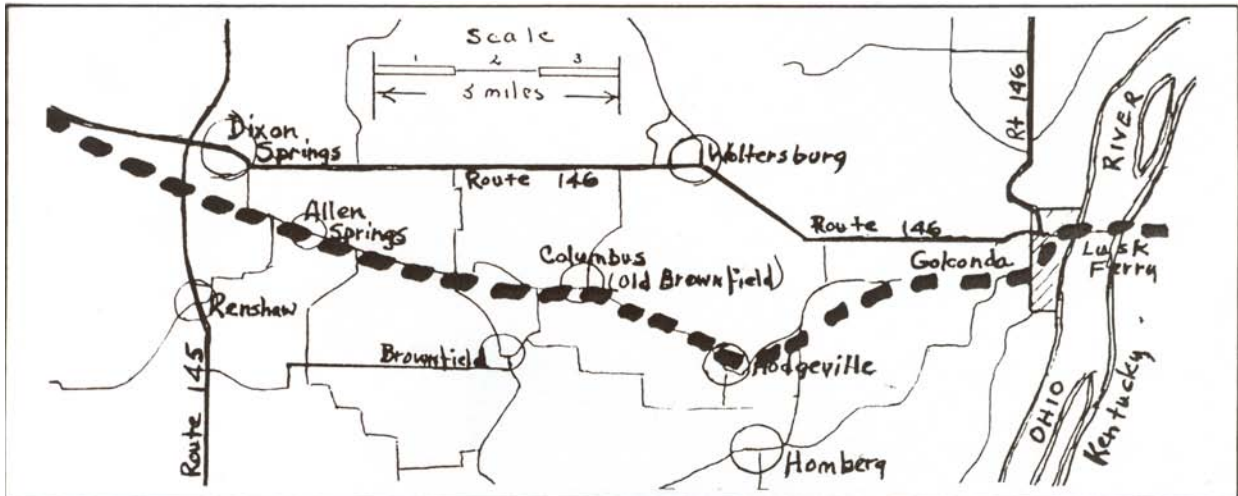
Dixon Springs is the next settlement of interest mentioned in the narrative. According to the text, "The area takes its name from William Dixon, one of the first white men to build his home in this section. He obtained a land warrant from Gov. Augustus French in 1848. He cut trees, hewed out logs and built a log cabin with his own hands." (p. 26) Golconda is discussed on pages 28-29, where it is mentioned that the first house in the settlement was called the Ferry House and stood until 1833, when it was torn down. The entry on Brownfield Baptist Church (p. 43) mentions that in 1860, Wool was the Post Office, Columbus the settlement at the foot of the hill and Liberty Hill the local school. The history of the Golconda United Methodist Church (p. 49) contains an interesting entry. In 1830, the Methodist Cash Creek Circuit was divided and Golconda Circuit set up and credited with 210 members. An excerpt from the autobiography of Rev. Arthur Bradshaw, a Methodist minister, is quoted below.

My record appointment (in 1837) was Golconda, Pope Co., IL on the Ohio River, a rough country and short grub. I have ridden fourteen miles on a hot summer morning, preached at eleven o'clock, led class, and then helped beat meal to get bread for dinner, traveled several miles through cypress swamps and preached again at night. I received this year, all told, furnishing my own house and traveling expenses, sixty-two dollars and fifty cents.

The remainder of the volume contains articles on county clubs, organizations, businesses and family histories. A short biography of Dr. George Rice McCoy and his wife Mary Ann Field McCoy is found on page 82, along with their photographs.

**Pope County Historical Society. 1989. History and families of Pope County Illinois, Vol. II.** Paducah, KY: Turner Publishing Co. Available at: Golconda Public Library, Golconda, IL. Located on Pope County Histories & Stories shelf.

**Annotation:** This second volume in the series on Pope County history is made up of several types of information. The frontispiece is a photograph of the Trail of Tears memorial wagon train crossing Pope County in 1988. The first 55 pages are composed of short histories about such subjects as the Civil War, Black History, Cemeteries, Livery Stables and County Officials. Of interest is an article on the Cherokee Trail of Tears, found on pages 18-19. A map depicting the approximate route of the Cherokee Trail of Tears across Pope County, superimposed over existing roads, accompanies the article. There is no source listed for the map. The course marked on the map shows the route leading from the ferry landing in Golconda, exiting the city at the southwestern edge.



The approximate route of the Cherokee Trail of Tears across Pope County superimposed over existing roads

The article continues with an excerpt from the *Paducah Sun Democrat*, which was related by the late Ina Buel Richards, descendant of Alexander Hall Buel, Jr., one of the county's earliest settlers.

In Mrs. Richards' words, "It was back in the time of the Cherokee Indians' Trail of Tears. My great-great-grandmother was cooking pumpkin and keeping an eye on her baby when she heard a strange noise outside. Before she knew it, the front door popped open and there stood two Cherokee Indians braves, just looking at her. Those poor Indians couldn't tell her that they were just hungry, because they didn't speak English. They had smelled the pumpkin cooking as they passed by but my grandmother had no way of knowing that. Finally she understood what they wanted and those Indians were mighty thankful when she gave them some of that cooked pumpkin. I 'spect she was just as thankful when they left!"

A note at the end of the article credits Consi Swan Hudson with the submission, composed of information gathered from published material written by Scerial Thompson, numerous books, newspapers and magazine articles by various authors. A note by the editor, containing the following information, is included.

Some years ago a Trail of Tears bronze marker was placed at the Field Cemetery near Old Brownfield by the late Ray Trovillion and erected by W. C. Irwin. Efforts have been made in the past by local citizens to persuade the Illinois Department of Highways to officially designate Route 146 as an historic Trail of Tears route, but to date this has not been done. On the national level, in December of 1987 President Reagan signed a bill establishing the Trail of Tears as a National Historic Trail. Members of the Historical Society here feel, since this trail crosses Pope County, that Golconda would be an appropriate location for one of the proposed interpretation centers. Submitted by Eva Baker Watson.

Much of the balance of the volume consists of family histories.

**Rau, Jennifer B., compiler. 1979. Illinois: her counties, her townships and her towns.** Indianapolis, IN: The Researchers. Available at: Golconda Public Library, Golconda, IL. Located on Genealogy shelf.

**Annotation:** This manuscript traces the development of the counties in Illinois. It is composed mainly of simple outline maps of the state and counties. Maps of interest include an 1810 map of the Illinois Territory, when the entire territory consisted of two counties, to a map from 1818 and another dating to 1820. The compiler has included an outline map of each county, with townships and county seats marked and named. The name and date of creation for each county is given, as well as which existing counties it was created from. This document appears to be geared towards the genealogical research trade.

**Skaggs, Bonnie Barton. Compiler/editor. 1995. Pope County Illinois: Herald-Enterprise Newspaper Abstracts January 1920-December 1921: Vol. II.** Evansville, Indiana: Evansville Bindery, Inc. Available at: Golconda Public Library, Golconda, IL.

**Annotation:** This manuscript contains several items of interest. A map of Pope County, drawn by G. W. Richison, incorporates many of the old settlements of the county, along with the date of establishment of the postal office. An article authored by Mildred Barger McCormick, titled "The Creation of Golconda and Pope County, Illinois -1806" (p. i-ii) contains information of interest on the Lusk's. The author has excerpted several items from Allen's *Pope County Notes*.

**Sloan, W. P. [1928]. The early history of Pope County.** 4 p. Available at: Golconda Public Library, Golconda, IL. Located on Pope County History & Stories shelf.

**Annotation:** The title page of this manuscript states that it was copied on September 25, 1974 from a copy in the possession of Mrs. J. H. Walker, by Mildred B. McCormick. Walker added occasional remarks, contained in parentheses. McCormick has attached several notations on page four, referring to specific items mentioned. This document although relatively short, contains several interesting entries, excerpted below.

The first settler was James Lusk From Lusk, S.C. He built a house in 1789 near the mouth of the creek and named the creek, "Lusk." At the time the house was built the riverfront was straight from the creek to the bluff and the house stood fifty feet further east than any now standing on Front Street or "Water" Street. The house was one story and a half double cabin. It was known as the "Farm House" and the "Ferry House." It was torn down before 1833.

The "Kaskaskia Trail" an Indian road from the southeast crossed the Ohio at the mouth of Lusk Creek and continued to old Kaskaskia, "The Center of Population of the American Bottoms" on the east bank of the Mississippi River and the oldest French settlement in the west dating back 150 years. The old Kaskaskia road ran

from the mouth of Lusk Creek southwesterly to the present intersection of Market Street and Illinois Avenue or where the Boicourt residence [was] and continued west to the school house, then up the hill, immediately in front of the Theo McCoy residence (Adams Street). The old road is still visible.

James Lusk established a ferry on both sides of the river on the "Trail." This route was traveled by Indians and emigrants from the earliest period. From 1798 to 1818 log houses were built on the site of the Roller Mills . . . All these houses were in a deep woods.

James Lusk was soon followed from South Carolina by Thomas Ferguson, Joshua Scott, Robert Lacy . . . all of them built and occupied log houses in the woods between the creek and the South Hill. Thomas Ferguson had been a suitor for the hand of Mrs. Lusk when she was a girl in York, South Carolina.

Lusk died in the old Ferry House and afterward Ferguson married his widow, Sarah Lusk.

Brick buildings were built in 1822 . . . First frame house was built in 1823 on Water Street.

The original Court House consisted of a double log cabin . . . north of Methodist parsonage. The first brick Court House was built in 1833 as was a 2 story brick just opposite Court House and first one built on hill at site of Sloan house. All water front buildings were part log and frame and one at the corner of Washington was called "Spotted Dog".

The ferry was this time was a paying investment. Nearly all the emigrants west and southwest crossed at Golconda and followed the Kaskaskia trail. In 1837 the U.S. Govt. summoned all the Indians from the Carolinas, Georgia and Florida to Indian territories. They crossed at Golconda.

There was a steam ferryboat that exploded killing several Indians. The officers of the boat had to take to the tall timbers for their lives. The Indians could not understand it was an accident.

**Thompson, Josephine Crist. 1947. Pioneer team: James and Sarah Lusk.** In: Will Griffith, Editor. *Idols of Egypt*. Carbondale, IL: Egypt Book House. (141-156). Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.399 G854i 1947

**Annotation:** This article is an in-depth account of James and Sarah Lusk, first settlers in what later became Golconda. Although the work contains no reference list or notes, the author occasionally makes reference to various communications received from Lusk descendents. Two photographs, one of the mouth of Lusk Creek and one of the site of the

ferry landing, are included, as is an artist's conceptual drawing, based on descriptions of the Tavern House.

Thompson has written an interesting narrative, tracing James Lusk's history from his birth in 1751, through his Revolutionary War experiences and detailing his two marriages. The author states that the Lusks left Waxhaw, South Carolina in April of 1796 and arrived at Mark's Hill, Kentucky, opposite the site of the present town of Golconda, on May 4, 1796. (p. 145) She comments that there were no other settlements in the area and it would be several years before the founding of Shawneetown to the north. Lusk purchased land on the Kentucky side of the Ohio River, directly across from what is now Golconda (p. 146) and in 1797 secured a ferry license from the State of Kentucky.

Thompson suggests that Lusk was unhappy with Kentucky's status as a slave state and wrote the governor of the Indiana Territory, hoping to procure a license to operate his ferry from the "North Bank." Thompson notes that Lusk undoubtedly meant the north bank of the creek, later known as Lusk's Creek, on the Illinois side, and almost directly opposite their home on the Kentucky side. Lusk moved across the river without waiting for the license and began operating his ferry from the Illinois side of the river.

The author continues with a description of the home built by Lusk, constructed of lumber from keelboats and standing on a high spot at the intersection of Lusk Creek and the Ohio River. This home was known as the Ferry House or the Tavern House. Thompson states that the site of the house was on the north bank of the creek, where Lusk planned to operate his ferry. She continues (p. 148) "The site of Tavern House was one hundred yards east of the town lots which, later, were platted for the settlement first known as Sarahsville, . . . later the name of the town was changed to Golconda . . . the house stood at the original site for more than thirty years, but after several removals because of a dissolving riverbank, it surrendered finally to the unfriendly Ohio and . . . was allowed to tumble into the river." The house disappeared in 1833.

Thompson continues with a discussion of the roads constructed by Lusk, in both Kentucky and what would later become Illinois, in order to bring business to his ferry. She states (p. 148) that there was no road west on the Illinois side, other than an old Indian trail, and "in August 1803, Major Lusk undertook to construct a six-foot highway from Lusk's Ferry to David Green's Ferry across the Mississippi River." The author observes that Lusk was in command of some twenty men, several of which had emigrated with him from South Carolina. Thompson states that on the return journey, after completing the road to the Mississippi, Major Lusk fell ill of the ague, and took to his bed upon his return home, dying on September 27, 1803.

Governor Harrison granted Lusk's widow, Sarah, a license to operate the ferry on May 7, 1804. When she remarried a year later, her new husband, Thomas Ferguson took over operation of her business affairs. It was recorded in 1820, that Ferguson was granted permission keep a ferry across the Ohio River and the mouth of Lusk Creek. (p. 154)

The author discusses early settlement, commenting that during the first few years after Tavern House was built, many log houses were constructed south of the intersection of the creek and the river, and immediately adjacent to the river front. Thompson continues (p. 153), "As time passed and the traffic on the river, as well as across the river, increased, the town site was enlarged and the population increased. The first crude homes were built on the Ohio River front."

Thompson mentions on page 155 that Ferguson sold the ferry, along with all his other properties, to Green B. Field in 1816. Daniel Field purchased the properties, including the ferry, in 1822. Thompson states that the ferry remained in the Field family from 1822 through the time the manuscript was written (1947). She comments on page 155, that the ferry is still operated over the same course as when established by Major Lusk after he moved to the Illinois side of the Ohio River in 1798.

**Trampe, Elsie B. n.d. Golconda City Cemetery, Golconda, Illinois.** Available at: Golconda Public Library, Golconda, IL. Located on Cemeteries shelf.

**Annotation:** The library has two copies of this manuscript. The original, with color photographs and original maps, is located in a green 3 ring binder on the shelf labeled *Cemeteries*. The library is also in possession of a hardbound. The manuscript begins with a history of the cemetery, excerpted from page 2.

It was the gift of Dr. William Sim. He deeded the lots to the judges of the Count Commissioners Court, on January 15, 1822. This decree is always referred to in the abstract of title to the original Golconda Lots, except those located in the donation area. Pursuant to this decree on January 7, 1822 Dr. William Sim, Benoni Lee and Joshua Williams commenced the sale of said lands. At that time there were living in Golconda some eighteen or twenty families and the sale of lots by the commissioners were made in accordance with the Golconda plat established by Green B. Field.

Fifteen men purchased 57 lots, including eight by Dr. Sims, with the understanding they would be used for a public cemetery under the control of the Town of Golconda. On January 11, 1822, the Commissioners sold the balance of the whole tract to Daniel Field for \$5,415.87½. (p. 2) Page three is a plat map of the original city of Golconda, drawn by Hal Morris for R. Gerald Trampe. No date is included, but the site of the early ferry harbor is noted, as well as an old tanyard located along the Ohio River. All the streets are named, and each lot is numbered. The current floodwalls are noted.

The balance of the document consists of numbered pages containing drawings of each section of the cemetery, with each lot numbered accompanied. Each of these pages is followed by a list of the subjects buried in each section, their lot number, birth and death dates. An unnumbered index is located at the conclusion of the manuscript. At the end of the manuscript are located three maps, apparently taken from a 1980 Army Corps of Engineers stream bank protection project involving the cemetery.



**Trampe, R. Gerald. Compiler. 1978. Trampe's Pope County historical review. Vol. I & II.** 407 p. Available at: Golconda Public Library, Golconda, IL. Located on Pope County History & Stories shelf.

**Annotation:** The manuscript is accompanied by a copy of a letter written by the compiler, dated May 1978 stating that soon after winning his first election as County Judge in 1938, he began to collect material associated with the history and biography of Pope County and its citizens. Trampe continues "I have had copies made of this original material and arranged it in two volumes with pages numbered through 407." An index is not included, although Trampe mentions in the letter that a name and title index is in progress. This manuscript is compiled of excerpts from books, newspapers, journals and magazines, accompanied by Trampe's comments and observations. When available, Trampe has included a source for each entry, although it does not appear that the entries are in any chronological or topical order. Page 12 contains a newspaper article, titled "A Bit of Early History of City of Golconda", which is undated and is unlabeled in terms of which newspaper it is clipped from. Nevertheless, some information contained within this article is of interest and has been excerpted below.

In a copy of "History of Randolph, Monroe and Perry Counties" we found this item "one of the most noted pioneer settlers was Nathaniel Hull . . . About the year 1780, in company with several other young men, he came to Illinois. He descended the Ohio and landed at a place afterward called Hull's Landing from which point he opened a road across the country to Kaskaskia, which afterward became the main traveled way." This landing was very near Golconda and the road described has always been known as the "Old Golconda Road" and joined another road. This road connected with a road leading north from Fort Massac to Kaskaskia, at "Round or Sulphur Springs and ran northwest to Moccasin Gap" - from Hulbert's Military Roads of Illinois. The Moccasin Gap mentioned here is very near the little town of Simpson and Round or Sulphur Springs is the present Dixon Springs.

The writer continues with the story of Collet, on the staff of Marshall Rochambeau, who toured the West in 1796 and reported afterwards on Fort Massac, that,

It is, nevertheless, very important to keep this point, because it communicates by two different roads, thru the county of Illinois. One of these, called the lower road and which is the shorter, is practicable only in very dry seasons, and when the waters are very low, because there are several creeks to cross which are not fordable in high waters; in this case the other, called the upper road must be taken, which is much longer and which leads along the heights, crossing the creeks or rivers at their sources. This road is passable for carriages whilst the lower road is practicable only for foot or horse passengers.

The writer states that this upper road is the one Hulbert speaks of and the one which went through Dixon Springs (Round or Sulphur Springs), asserting that its way is still plainly seen as it ascends the hill at Springs Seven and Eight.

The article continues with a discussion of the Lusk's "Tradition has it that some time prior to 1798, a party consisting of Major James Lusk, his wife Sarah Lusk, and others located opposite Golconda at Cave Spring and Major Lusk built a double log cabin at what was later known as Berry's Ferry, and there conducted a ferry known as Lusk's Ferry. About 1798 he decided to locate on the Illinois shore and he erected a two-story frame house with materials obtained from keel boats. It was destroyed by floods. This building was known as the Tavern House." Continuing, the writer states "while living in Kentucky, Lusk hacked out a road from the ferry to the Tennessee Line, and in the fall of 1803, after coming to Golconda he hacked out six-foot wide highway from Golconda to Greens' ferry on the Mississippi. While doing this work Major Lusk was taken ill and died shortly afterwards" Further on in the article, the writer mentions the Lusks one last time, stating they, "came from York, South Carolina in the early part of the year 1798 and built a double log house near the mouth of a creek which emptied into the Ohio and which still the name Lusk Creek. The settlement was first known as The Farmhouse, later as The Ferry House."

The author recounts the experiences written of by John Reynold's, in his *Pioneer History of Illinois*.

The first Illinois soil I ever touched was on the bank of the Ohio, where Golconda now stands, in March 1800. When we were about to start down the Ohio, I asked Mr. Lusk 'how far it was to the next house on the road' and when he told us that the first was Kaskaskia, 110 miles, I was surprised at the Wilderness before me.

A copy of a plat map of Sarahsville is found on page 38, recorded June 20, 1818, according to the order of the County Court. On page 40 a plat of Golconda is reproduced, which does not give a date, but is marked as being drawn for R. Gerald Trampe by Hal Morris. This map gives street names and indicates the site of the early ferry harbor. A note by the compiler beneath the map states the original Green B. Field Plat of Golconda was made in 1817 and recorded in Pope County, Illinois Deed Record Book "A", pages 76-77. From a memorandum endorsed upon the map and recorded, it appears that the streets were 60 feet wide, and the alleys 12, 'excepting Water Street, which includes all of the ground from the front lots to the river.'

An interesting entry from page 41, consisting of a summary of the ownership of the Golconda riverfront is presented, is excerpted below.

Pope County Deed Volume A pages 590, 591, 609 and 610 shows that on January 11, 1822 at a circuit court sale, Daniel Field purchases a number of Golconda lots and by his purchase claimed to be the owner of the Ferguson (Sarah Lusk) ferry franchise and also the river bank. On March 1, 1845 the Town of Golconda was

incorporated. The town officials wanted to secure control of the riverfront, but they were unequal to the task of overcoming the power and will of Daniel Field.

It seems that when Field died in 1855, his ferry franchise and riverfront land went to his son John Field. John Field was soon sued by local businessmen for the right to operate a wharf boat at the river landing. Trampe points out that the original depositions taken as evidence are on file with the Illinois Supreme Court, and contain interesting information concerning the riverfront land. Trampe has reprinted the Opinion of the Court, dated June 1871.

Among items of note, in addition to the original plat of 1818, is another plat of the town, made in 1833. A. T. Norton's *History of the Presbyterian Church in the State of Illinois* is cited on page 98, including a letter from Mrs. C. W. Baldwin, written to the widow of Rev. B.F. Spilman (Presbyterian minister in Golconda from 1823-1845), excerpted below.

"I met your husband only once. That was on my first arrival in Illinois. There were few roads through the State at that time, in 1831, and no stages. Travelers from the east went down the Ohio to where Cairo now is, then up the Mississippi to St. Louis. On our way down the Ohio there was at the time of which I speak, a sudden change of weather, which closed the Mississippi with ice, and there was no road from Cairo to any other place. It was, therefore, necessary for us to turn back, which we did and succeeded in reaching Smithland, Kentucky. After two weeks delay we went up and crossed the river in a rowboat opposite Golconda. The first person whom we saw on passing up into the town was Mr. Spilman, whom my husband recognized. He kindly invited us to his house. He was living there at the time and preaching to the feeble churches in that region. The house was a small frame building, but very comfortable. The only bed in it was divided, and one part laid on the floor . . . From Golconda we went to Shawneetown, a part of the way on a jumper and part on a wood sled. At Shawneetown we procured an emigrant wagon, . . . The roads were little more than trails. I remember only one bridge between Golconda and Vandalia."

Pages 120- 122 contain newspaper articles concerning the Cherokee Trail of Tears. Although no date or source is given, the annotator believes the articles are taken from the *Golconda Herald-Enterprise*, probably in 1937, and if not written by John Mulcaster, at least based on many of the stories he collected. Passages of interest are excerpted below.

Very little is known at Golconda concerning the crossing here, with the exception that tradition has it that John Berry, who owned the ferry at that time, received ten thousand dollars in gold for ferrying the Indians across the river. It is stated that the old Berry ferry home, still standing across the river, was built from the amount received for this ferriage. It is also stated that a steam ferry was used and during the work one of the boilers exploded and there came near being serious trouble as the Indians thought it was done purposely. It is said that two or more Indians were killed, and perhaps more injured. It took quite a lot of time to transfer the Indians

from Kentucky to Illinois. There were about 9,000 being moved from the mountains of Georgia to the Indian Territory. It is very probable that their camping place in Golconda was on the point and hill just south of Golconda, on the Ohio River. In the early days a number of Indians graves were found and opened on the ridges above the bluff. As late as 1880 numerous arrowheads, skinning knives, mortars and pestles could be found under the bluff just south of Golconda. From time to time after the Indians moved to the Indian Territory parties of them would return through Golconda to visit there former homes in the east. Mr. Jasper Buel informs me that he can remember when the Indians camped just south of their house on the site of Charles Mott's home, and would stay there for weeks. He says he has a beaded purse one of them made for him while they were camping here. More can be learned about these return visits than can be learned of their passage to Indian Territory. One incident that is known is this. Thomas W. McCoy, the oldest son of Joab W. McCoy and Eliza A. (Richey) McCoy was born October 4, 1838. They were living in a house on the site of the home recently bought by Rex Karnes when the Indians were crossing. The mother left the room for some cause, leaving the little blue-eyed curly haired, attractive baby for a moment, and when she returned an Indian squaw with an Indian papoose on her back was looking in at the window and offered to trade her Indian papoose for the white papoose.

A second newspaper article is set along side the first. Much of this article is basic background on the Cherokee Removal, although the last portion is specific to Illinois. This portion is cited below.

At Golconda the ferry was owned by John Berry whose descendants are living in Kentucky opposite Golconda. From Golconda the main trail passed through the sites of Dixon Springs, Grantsburg, Vienna, West Vienna, Mt. Pleasant, Anna, Jonesboro, and Ware and crossed the Mississippi at Green's Ferry and thence to Jackson, Missouri and west to Oklahoma.

One hundred years ago Golconda was the county seat of pope County. It had a two-story brick courthouse, three stores, two taverns and twenty residences. Theodore McCoy, ex-mayor of Golconda, a very substantial citizen, says his grandfather lived in Golconda when the Cherokee were ferried across.

William McCorkle of Vienna says his father and grandfather lived in the old double log house a mile and a half east of Vienna and they both remembered the passing of the Cherokee. The old double log house is still standing. Vienna, the county seat of Johnson County, had three stores and thirty families.

Mt. Pleasant is a mile north of route 146 and eight miles east of Vienna. There was a post office there in 1838 and a goodly number of homes not far away. The place was called Stoke's Settlement. Mrs. Laura Stout's parents lived here in 1838. So did the grandfather of Mrs. Ellen Cox of Hutsonville, Caleb Musgrave. Four miles west of Mr. Pleasant lives Mrs. Sarah Single whose father lived on the

farm when the Cherokee passed. Two miles further west lives Mr. Gordon Heilman. A group of a thousand of the Indians camped a month on his father's farm. John Redcloud, a Cherokee Indian, lives at Perks, east of Wetaug. His father and mother, as children of twelve, walked across Illinois and drove an ox team. They were married in 1862. The father went into the Confederate army and was killed in battle. John was born while his father in the war. He lived with his mother for many years. He knows the story of "The Trail of Tears."

As one goes from Jonesboro to Ware about five miles east of Jonesboro he will cross Dutch Creek. To his right two hundred yards he will see the old James Morgan home. The granddaughter, Mrs. Nimo [*sic*], will tell you of her grandfather's supplying the Cherokee with corn and other articles while they were camped on the creek. Here was born to Reverend Stephen Foreman his third child. The Rev. Jesse Bushyhead's wife presented him with a baby daughter on January 3, 1839, at the first camp after they crossed the Mississippi River.

There were four regular camps in Illinois, one near Dixon Springs, at or near Vienna, Mt. Pleasant, and Clear Creek on the James Morgan farm. Tradition says that often hunting parties would wander far from these camps, maybe for days, to get game. Especially when in the vicinity of the Ozarks they may have wandered far north into the edge of Williamson County.

An undated newspaper column found on page 134, written by C. A. F. Rondeau, is titled *Golconda in Bygone Days*. This particular article concerns old homes and businesses in Golconda and mentions Alexander Buell "Mr. Buell [*sic*] came to Golconda in 1836 and operated a tan yard at the extreme south end of Front Street on the lot where Mrs. Lottie Trimble's residence stands. On this lot stood an old two story stone house, built some time prior to 1836. The upper floor was used by Mr. Buell as a shoemaking establishment and the lower was used in connection with his tannery. In 1840 Mr. Buell built the residence at the south end of Columbus where his daughter, Miss Fannie, still lives. It was built originally of hewed logs, but was afterwards weather boarded and remodeled. This is the oldest house in Golconda, which has been continuously occupied as a residence since its erection."

Another undated article, on page 143-144, authored by Rondeau, concerns the history of the Golconda Ferry. Relevant passages are excerpted below.

The oldest institution in Golconda is Berry's Ferry, first operated by Major James Lusk, in the latter part of the 18<sup>th</sup> century and after his death by his widow, Sarah Lusk.

For a number of years it was known as Lusk's Ferry, but later, some time in the early part of the 19<sup>th</sup> century, the ferry rights on the Kentucky side were acquired by John Berry, who owned several thousand acres of land bordering on the river above and below, and the name, by which it has been known ever since was changed to Berry's Ferry.

The ferry rights on the Illinois side passed from Mrs. Lusk, afterwards Mrs. Thomas Ferguson, to Green B. Field, who bought not only the franchise but practically all of the land on which Golconda now stands. A few years later, a considerable part of this property, including the ferry rights, was bought by Daniel Field (not related to Green B. Field) and the franchise has been continuously in the possession of some member of the Field family every since, the present owner being Mrs. Nellie McCoy Pierce, a great-granddaughter.

The successive ownership of the Kentucky franchise is not so easily traced. During, or at least directly after the Civil War, it was owned by Ben Rollins, who lived on the opposite side of the river in a frame house, known as the "White House" that stood about 200 yards back from the river bank and about the same distance south of the old Salem and Berry's Ferry road. In 1870, 200 acres of land on which the old brick house near the mouth of Givens Creek stood, together with ferry rights, were deeded by Guy Will Richmond and wife to Edwin Berry for a consideration of \$5,546.50. Since that time the ferry has been operated by eighteen or twenty different persons, some of whom owned the franchise, some operated under a lease, and some without either ownership or lease. Thus, for more than a century and a quarter travelers have been crossing at this historic old ferry.

Sometime in the eighteen forties when the Indians were being ferried across from the Kentucky side on their way to a new reservation the boiler of the steam ferry boat exploded killing one of the Indians and trouble was narrowly averted, as the red men thought it was a prearranged plan to destroy them.

Many different kinds of ferryboats have been used, from the old ferry flat, propelled by oars to the modern gasoline goat. During the seventies when there was the most crossing, a horse boat was used, the motive power being four horses hitched to sweeps in the same manner of operations as the old horsepower threshers. About 1880 a steam ferryboat was bought and steamboats were used until 1907, when a stock company was organized by J. O. Williamson and built a gasoline boat that would carry seven wagons.

From an article on local politics and politicians on page 148, is found mention of a number of Pope County citizens attending the Lincoln-Douglas debate at Jonesboro. It is reported that "These parties went from about Golconda following the old Kaskaskia trail by way of Columbus (now Brownfield), Old Grantsburg, Vienna and on to Jonesboro on horseback. Very little of the trail as it then existed, is now used as a highway."

Dixon Springs is featured in the newspaper clipping of an advertisement dated 1860, located on page 180. This clipping announces that Dixon's Springs, formerly Allen's Springs, will be opening to the public. The article continues, "These springs are 25 miles from Metropolis, Ill., 20 miles from Paducah, Ky., and 12 miles from Golconda, Ill. [sic] Hacks will be run from the above named places. AN EXPRESS will run from the springs to connect with the Evansville and Paducah steam packets at Golconda, Ill. RATES OF

FARE per week, \$6.” Another newspaper clipping, dated 1901, is found on page 234 and excerpted below, concerns a party of Cherokee Indians and a white man, who appeared at a farm near War Bluff (*north of Golconda*), and related the story of an old Cherokee Chief who buried a vessel containing a large amount of gold at the bluff.

The woman, a full blooded Indian, very old, was a descendant of the chief and the secret of the buried treasure had been handed down to her, and she possessing a minute description of the place, came along with the two men to locate the place where the gold was buried. Everything was found to correspond with the old chief’s description, but after working for some days, the strangers left without having succeeded in finding the object of their search. Last week some of the party return and are trying again to unearth the treasure.

A collection of photographs is found at the beginning of the second volume. These pages are not included in the numbering sequence, but instead are lettered. Page D contains an artist’s rendering of the Tavern House, or Ferry House, built by Major James Lusk, and photographs of several of James Lusk’s descendents, as well as those of Sarah Lusk Ferguson and Thomas Ferguson. Page E includes photographs of many of the players in Golconda’s early history, including Rev. Benjamin Spillman, Dr. William Sim, Alexander Buel and Dr. George Rice McCoy (who traveled with the Cherokee on the Trail of Tears march). Old photographs of the riverfront and downtown, showing a two-story brick building located on the corner of Main and Front streets, built prior to 1836 are found on page P. No index or list of references is included in either of the volumes.

**Trovillion, Paul L. 1991. Doctors of Pope County since 1800.** Golconda, IL: Pope County Historical Society. p. Available at: Golconda Public Library, Golconda, IL. Located on Pope County History & Stories shelf.

**Annotation:** This manuscript contains a synopsis of physicians and “healers” practicing in Pope County, as well as few anecdotes. George Rice McCoy, the second doctor to practice in the county is mentioned on page 5. McCoy is said to have attended Transylvania University in Louisville, Kentucky. The source for this information is cited as the *History and Families of Pope County Vol 1*. Dr McCoy began his practice in Golconda in 1838.

**Trovillion, Paul L. Jr., editor, compiler. 1998. Theo. S. McCoy’s scrapbook: a series of weekly articles on the very early history of Pope County, Illinois.** Paducah, Kentucky: Silver Horse Desktop Publications. Available at: Golconda Public Library, Golconda, IL. Located on Pope County History & Stories shelf.

**Annotation:** This manuscript is a compilation of weekly articles written by Theo S. McCoy and printed in the *Golconda Herald-Enterprise* in 1933-1934. McCoy based most of his work on early court records found in the County Clerk’s office. The editor has also

included several additional clippings that McCoy included in his own original scrapbook. The pages are not numbered, but Trovillion has included a table of contents, arranged by subject matter, and referencing the individually numbered articles. The prologue is an undated article by McCoy on the founding of Golconda. The following is an excerpt of relevant information from the prologue.

Tradition has it that some time prior to 1798, a party consisting of Major James Lusk, his wife, Sarah Lusk, and others, located opposite Golconda, at Cave Spring, and Major Lusk built a double log cabin at what was later known as Berry's Ferry, and there conducted a ferry known as Lusk's Ferry.

About 1798 he decided to locate on the Illinois shore, and he erected a two-story frame house with materials obtained from keel boats. It was destroyed by floods. This building was known as the Tavern House. Sarah Lusk operated the first mercantile establishment in what later became Golconda. John Reynolds, in his *Pioneer History of Illinois* says, "The first Illinois soil I ever touched was on the bank of the Ohio, where Golconda now stands, in March 1800. When we were about to start down the Ohio, I asked Mr. Lusk 'how far it was to the next house on the road,' and when he told us that the first was Kaskaskia, 110 miles, I was surprised at the wilderness before us."

While living in Kentucky, Major Lusk hacked out a road from his ferry to the Tennessee line, and in the fall of 1803, after coming to Golconda he hacked out a six-foot highway from Golconda to David Green's ferry on the Mississippi. While doing this work, Major Lusk was taken ill and died shortly afterwards.

The next item of interest is an article dated August 2, 1933, (Article 5) concerning taxes and fees imposed on businesses. During a term of the County Commissioners court in 1816, the Judges "ordered that all ferries crossing the Ohio River may receive for each man and horse at low water .25; at high water .50, for each wagon and team at low water \$1.00; at high water \$2.00; for each head of meat cattle .17; for hogs and sheep, each .06." An article dated September 7, 1933 discusses old trails and roads. (Article 10) McCoy refers first to the 'Wilderness Trail', as one of the best known early trails which entered the eastern part of Tennessee and continued on to Nashville and from there into southwest Kentucky and crossed the river at Golconda. He continues with a quote from the 1817 *Western Gazeteer or Emigrant's Directory*, by Samuel Brown, "There are two roads leading from the Ohio to Kaskaskia. The first leaves the river at Robin's Ferry, seventeen miles below the Saline, a distance to Kaskaskia of one hundred and thirty-five miles. The other leaves the river at Lusk's Ferry, fifteen miles above the mouth of Cumberland. This is the shortest route by fifteen or twenty miles." McCoy asserts that the road from Kaskaskia to Lusk's Ferry was established many years before the organization of Pope County. Information of interest in the remainder of the column is excerpted below.

There was also a road in Pope County known as the Ferguson Ferry to Turkey Hill Settlement Trail. It followed the road set out by the county commissioners



from Hamlet Ferguson's Ferry, near the mouth of the Cumberland River, at what is now know as Hamletsborg to Sarahsville, and then following the Kaskaskia and Lusk's Ferry Trail to a point near New Palestine, in Randolph County, and then left that trail bearing to the north to the Turkey Hill Settlement, which was about ten miles south of Belleville.

On the organization of Pope County was the laying out of roads to different points of the county. Viewers were named to suggest and mark out routes and supervisors were appointed. The business of supervisors was so important that the early records are full of indictments for failure of supervisors to do their work on the roads. However, they were brought into court and the indictments were dismissed, and it safe to say their work was not neglected again.

Roads were viewed and layed out from Sarahsville to Col. Hamlet Ferguson's Ferry; from Sarahsville to the Gallatin County line, towards the Salines; from Benjamin Titsworth's in South Township to intersect the Col. Hamlet Ferguson's road to Sarahsville; from Sarahsville to Elvira, the county seat of Johnson County and from Sarahsville to Wilkinsonville, and other roads. On July 23, 1819, the court ordered that all roads in the county except the road leading from Golconda to Kaskaskia, the road leading from Golconda to Wilkinsonville, and the road leading from Scott's Ferry to the Saline Lick be considered not "publick" [*sic*] roads and highways as it appears from the records that they have not been established agreeable to law.

On September 7, 1819, the reviewers appointed to review the road leading from Golconda in a direction for Kaskaskia, having viewed and marked, made the following return, viz: "beginning at the court house in Golconda, thence Illinois Avenue to where it intersects Adams Street, thence south on Adams Street to the extent of the town, thence on the most eligible ground to the junction of the Vienna and Kaskaskia road, thence on the old Kaskaskia road to the county line, straightening short crooks, touching the reviewal points named in your order and at Joel Williams and Joseph Dillards."

The next item of interest is in the article dated September 28, 1933. (Article 13) This is an item concerning the building of a bridge across Lusk Creek. "For several years after the organization of Pope County it was necessary for all citizens of the county, who lived north of Lusk Creek and who desired to visit the county seat to pay a ferriage across the mouth of Lusk Creek, amounting to six and a quarter cents for each man and horse, or for each single man or single horse, and twenty five cents for a wagon and team. This was a handicap to the growth of Golconda and the bridging of Lusk Creek became a necessity." In 1829 the county court ordered a clerk appointed to contract for the building of a permanent bridge over Lusk Creek, within eighty poles of the mouth. McCoy states that many citizens of Golconda believed the first bridge to be near the mouth of Lusk Creek, but that the court records establish the distance to be 80 poles, or a quarter of a mile, from the mouth of the creek. Of interest is an article (Article 31) McCoy published on February 1, 1934, reprinting a column the editor of the *Golconda Herald* wrote on the

subject of Golconda, on July 8, 1858, "Golconda is about fifty years old, and contains a population of about six hundred. Up to 1856 it was considered a "hard place," but since that time the citizens have manifested a spirit of improvement that shows they have awakened to a sense of their true interests . . ." An interesting piece written by McCoy for the *Herald-Enterprise*, appearing in the April 26, 1934 issue, refers to records petitions to establish and name several streets in Golconda. Mention is made of several citizens requesting, on September 2, 1850, that the following streets be established "One street commencing on the river landing, crossing Front Street, due west and leading between Field & Clark's store and Matthew Tanner's store, to Lusk Creek. One street commencing also on the river landing, crossing Front and taking the same course by the alley between Silas Clubb's and Mrs. Roper's stores." (Article 41) An addendum to the manuscript contains short biographical sketches of the Ezechiele McCoy family line, which includes Dr. Henry McCoy and Theo S. McCoy and the James McCoy family line, which includes Dr George Rice McCoy. A map showing the stages in the evolution of Pope County is included.

**Trovillion, Ray A., compiler. 1974. The silver horse; a genealogical, biographical and historical record of Trevillian.** Available at: Golconda Public Library, Golconda, IL. Located on Family Histories shelf.

**Annotation:** The Trovillion family has a long history in the Golconda area of southern Illinois. This manuscript contains a few items of interest to the study. James Yancey Trovillion was living in Wilson County, Tennessee when mustered in 1836 to serve in the Seminole Florida War. (p. 85) Upon returning from the Seminole War, Trovillion moved his family to Illinois, floating by flatboat down the Cumberland River, sometime around 1837. (p. 87) The homestead was about a mile east of Wool – later renamed Brownfield. (p. 87) According to the author, Trovillion and his first wife, Elizabeth Ann, were buried in the old Trovillion Cemetery on the Deputy farm, located one mile east of Old Brownfield. The author was involved in rediscovering these graves in 1951. A son of James Yancy Trovillion, Daniel Parker Trovillion owned a farm, purchased in the 1850's, which was located one mile north of Wool in Township 13, Range 6. (p. 90) The author writes that Daniel Trovillion operated a blacksmith shop in Columbus, explaining that the village was first called Wool, then Columbus, then Brownfield.

**White & Borgognoni Architects, P.C. 1997. Historic structure report: the Buel House, Golconda IL.** Carbondale, IL: White & Borgognoni Architects, P. C. 34 p., appendices. Available at: Golconda Public Library, Golconda, IL.

**Annotation:** The Buel House is a two-story log building located in Golconda, Illinois, built in 1840 and long associated with the Cherokee Trail of Tears. This report was prepared for the Illinois Historic Preservation Agency, in order to determine the historical background of the Buel house, document alterations to the original building, evaluate the building's existing conditions, and provide stabilization and preservation guidelines for its restoration. (p. i) The manuscript contains a detailed table of contents and extensive

and extremely useful bibliography. Three appendices are attached. Of these, the most helpful to the current study is the *Phase I Archaeology Survey*, a draft report prepared by American Resources Group, Ltd., Carbondale, IL, for the Illinois Department of Transportation and the Illinois Historic Preservation Agency in 1995. Of interest in the report itself is the biographical introduction to the Buel family, (p. 1-2) which includes a map of the village of Golconda, figure 1, from Union Atlas Co. *1876 Atlas of Illinois* with the reported location of Buel's tannery marked. A story related by granddaughter, Ina Buel, is quoted below.

My great-great-grandmother was acookin' pumpkin an' keppin' an eye on her baby when she heard a noise outside. Before she knew it, the front door popped open and there stood two Cherokee Indians braves just alookin' at her. Those poor Indians didn't speak any English. They had smelled the pumpkin cookin' as they passed by, but my grandmother had no way of knowin' that. Finally, she understood what they wanted and those Indians were might thankful when she gave them some of the cooked pumpkin. I 'spect she was just as thankful when they left.

The Buel House is believed to be the oldest house that has been continuously occupied as a residence since it was built in 1840. (p.2) The authors note on page 6 "By 1840 the riverfront of Golconda was platted and already developing as a commercial center. The original pre-settlement forests were most probably degraded by cutting of trees, introduction of exotic or seed species and other human impacts. Usually all trees were cleared early in areas of settlement . . . steamboats that plied the river beginning in the 1830's required wood for fuel; any trees still standing near the waterfront at Golconda were likely cut to supply the demand." The remainder of the report deals with an analysis of existing conditions. The appendix of interest mentioned previously will be treated in a separate entry.

**Woodworth, E. M.; Bear, R. L., compilers. 1991. Pope County, Illinois Cemeteries Vol. III: Township 13 South Ranges 5 and 6; Dixon Springs and Brownfield.** Ozark, Missouri: Dogwood Printing. Available at: Golconda Public Library, Golconda, IL. Located on Cemeteries shelf.

**Annotation:** This document contains information collected with the cooperation of the U.S. Forest Service, Shawnee National Forest, as part of a cultural resources management program. A table of contents and an index are included. The area covered stretches from the western edge of Golconda to the Johnson County line, with fifty-one cemeteries listed. Several cemeteries are located along the old road from Golconda to Dixon Springs. Following is a synopsis of the cemeteries that existed at the time of the removal. Hazel Cemetery (T13S, R5E, Section 17) is located within the boundaries of Dixon Springs State Park, ¼ mile from Rt. 146. (p. 9) The authors found no stones, only 5-10 depressions, indicative flowers and grasses and the foundation stones of an old home. Hazel/Dixon Springs Cemetery (T13S, R5E, Section 17) is said to be a large and old cemetery, with the earliest recorded burial in 1831. (p. 38) Prospect Cemetery (T13S R6E

Section 33) is located along the road, about one and one half miles east of Old Brownfield. The earliest burial was recorded in 1830. (p. 46) Bethany Cemetery (T13S R6E Section 33) is situated very close to Prospect Cemetery. The earliest recorded burial was in 1837. (p. 71) Field/Trovillion Cemetery (T13S R6E Section 19) contains a sign stating that the Trail of Tears march came through the site now occupied by the cemetery. The earliest recorded burial was in 1855. (p. 83) Hodge Cemetery (T13S R6E Section 33) is found on the north side of the road, very near Prospect and Bethany Cemeteries. The earliest recorded death was in 1832. (p. 93)

## Johnson County

**Buccifero, Rose Parker. Editor. 1977. Parker's history of Johnson County, Illinois.** Hartford, KY: McDowell Publications. 410 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.3996 P244

**Annotation:** This book contains a list of illustrations, and an index of proper names, cemeteries, churches and townships. The volume does not include a table of contents or list of references. In the preface the editor states her intent to fill gaps in county history and portray a way of life, as well as attempt to inventory many of the older cemeteries found in Johnson County. The volume, a compilation of contributed family genealogies and remembrances, does not appear to be organized in any logical manner. Items of note include excerpts from writings by S. D. Poor, (p. 42-49) who arrived in the Vienna area at the age of eight with his father in 1835. The family was traveling from Fentress County, Tennessee to Arkansas when they passed through Illinois and decided to settle. He states that there were only five dwelling houses from Grantsburg to Vienna. (p. 42) Poor's manuscript gives the reader a sense of what mid-nineteenth century life was like for a typical young man living in Johnson County. The editor has included information from the 1820 census, with Johnson County listed as having 136 households. These are listed according to which of the four existing townships the family resided in. (p. 34-35) On page 108, under the heading Mathis Family, the following passage is found, "In 1830, . . . Vienna had seven houses and two log cabins." An in-depth study of the families present in the region during the time of removal might find this text of interest.

**Chapman, Mrs. P.T. [1925] 1997. A history of Johnson County Illinois.** A facsimile of the original ed. reprinted by the Johnson County Genealogical and Historical Society. Evansville, IN: Evansville Bindery, Inc. 502 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.3996 C466H 1925A

**Annotation:** As the author points out in the preface, this text is the first to focus on the history of Johnson County exclusively. Although lacking a table of contents, the book does contain an extensive index, including personal and place names, events and items of interest. The book is not divided into traditional chapters, but organized into five parts, with a final section containing biographies of the citizens of Johnson County (p. 323-482). The parts are loosely organized under the following titles: Part 1 *History of Johnson County*; Part 2 *Clark's Trail*; Part 3 *Customs*; Part 4 *Indians* and Part 5 *Selective Draft*. Within these Parts are found various subheadings. A section on towns and settlements located in Johnson County occurs on pages 282-320, as well as a map of the county as it was in 1924.

The first mention of roads in the county occurs on page 40, where the author examines two possible routes taken by Gen. George Rogers Clark during his crossing of southern Illinois "There seems to have been three known routes between these two places [Ft. Massac and Kaskaskia] in 1778; number one lead from Fort Massac east and north to

avoid the swamps, into Pope County; then turned westward past what is now Allen Springs entering Johnson County about two or three miles from Double Bridges and north of the site of Simpson, passed through Moccasin Gap . . . The second route circled Massac lakes to the westward cutting in between them and the canyons of Cache River, entering Johnson County near what is know as Indian Point, then running north of northwest crossing Dutchman Creek, a short distance above Forman then up the east side of Cache crossing the Ozarks through the Buffalo Gap, Johnson County on into Williamson, meeting the upper trail at Old Bainbridge. It is not necessary to describe the third route as it could be used only in the dry weather . . . Clark's expedition was in the early summer . . . hardly probable he would have taken the third route." Chapman continues on page 41 "These trails always followed the ridges and passed near water . . ." The author describes in some detail the second route, believed to be the option taken by Clark. A section on roads begins on page 42, starting with the old road leading from Kaskaskia to Ft. Massac, which traveled "north into Pope County to avoid the swamps of Cache and Big Bay, entering Johnson County about section 13 . . . thence through Moccasin Gap". She feels that this is no doubt the first road in Johnson County. The discussion of roads continues through page 50, with multiple references to the road from Golconda to Jonesboro. Chapman has cited court records referring to the opening or viewing of roads. (p.42) These records discuss a second road, with three individuals appointed to view a road from Earthman's ferry on the Mississippi River, in 1813. (p.42-43) The court ordered, in 1814, that all inhabitants for eight miles on either side of this road from Earthman's ferry should work this road. (p.42) "Green's old ferry road passed through Vienna", the author quotes from Reynold's, on page 42. Mention is made of other roads passing through the county. The author points out several roads of interest in the following excerpts.

A petition was presented in 1815 by the inhabitants to have the road leading from Johnson Court House to Furguson's [*sic*] Ferry viewed and opened. John Reed . . . Jacob Littleton and James Whiteside were viewers of this road. This was later known as the old Golconda and Jonesboro road. It ran through Bloomfield Township across the farms of Joseph Plater, Mrs. Davis, John Veach and Gus Casper and crossed Dutchman Creek where the second site for a county seat was selected. This road also passed through Simpson, by Pleasant Ridge Church house, crossed the old Marion Road near the John Veach place and merged with the present Buncombe road near the Soper farm. (p. 44)

At the July court, 1818, William McNorton, John Copeland and John W. Gore were appointed viewers of a road the nearest and best route, from the new seat of justice toward Jonesboro, as far as the county line. This is, in part at least, the present Anna and Vienna road having been laid out a little more than a hundred years ago. (p. 46)

An excerpt containing relevant information is found further down on page 46. The author appears to be quoting court records much of the time.

Adam Harvick, Joel Johnson and John Grisham are appointed at this same court, 1818, to view a road from the new seat of justice to Golconda, as far as the county line of Pope. All persons living north of the road to within one half mile of the old Elvira and Jonesboro road and all living south within five miles of said road shall work this road. September 1819, the court ordered that Richard McGinnin[s], who lived at Pleasant Grove, the present home of Willis Elkins, Millington Smith, whose home was on the present farm of Stanley Beggs, and James Jones, who lived on the farm now divided and owned by Fred Shetler and John M. Brown, be appointed to view the nearest and best practicable route for a road from John Gore's plantation, so as to meet the road lately laid out from Vienna to Jonesboro at the county line. This road began at John W. Gore's house . . . thence along the ridge leading down Cache River to the same, thence on a ridge to William Russell's farm leaving the same on the left, thence the safest and best route to meet said road from Vienna to Jonesboro. The meaning is a little obscure as there had been a commission the year before to lay out a road from Vienna to Jonesboro, but it is possible they did not complete it farther than John W. Gore's, another theory is that the first Vienna and Jonesboro road led south and then west instead of the present direction owing to the high water directly west of us.

Further information of this type is contained on page 47.

In 1819, David Elms was appointed supervisor of the old Golconda and Jonesboro road, from the corner of his farm, this farm now owned by J. H. Taylor and J. R. Hill, to Pope County line; Squire Choat from the same corner east to Bloomfield Township line; Alexander McGowan from there to Dutchman Lick (no knowledge of Dutchman Lick, possibly it is what is now Lick Creek) from Dutchman Lick to Union County line. These supervisors must have lived on or near the sections of road to which they were assigned.

Of interest is a discussion of the men appointed to supervise certain sections of the roads in 1823.

The road from Golconda to Jonesboro, that part of said road that lies between the bridge on Cache and the county line of Pope. John Peterson to superintend that part between the bridge and the town of Vienna. Ivy Reynolds from Vienna to Simpson and Samuel Stanton Simpson from his house to the county line of Pope. On the old road from Golconda to Jonesboro; Joshua Elkins to superintend that part of said road, which lies between Dutchman Lick and the county line of Union. Samuel McGowan from said Lick eastward as far as the line that divided Vienna and Bloomfield Townships. William Shelby from the north east corner of his land to the county line of Pope. The road from Golconda to Jonesboro passing through Vienna was divided into two districts, known as eastern which extended from the county line of Pope to Vienna, and western district, which extended from Vienna to the county line of Union. (p. 48-49)

The next section is on ferries, although more information relevant to this study is contained in the aforementioned section on roads. Pages 53-57 address the topics of mulls and early mail, both containing various items of interest. Chapman mentions a mill in operation on the Cache River, on the new road from Vienna to Jonesboro in 1828. (p. 53) Early mail routes contain clues to the early roads. On page 55, Chapman quotes "The mail from Vienna to Golconda via Wool, leaves Monday and Wednesday, arrives Tuesdays and Thursdays. Vienna to Golconda via Rock, leaves Friday arrives Saturday." She does not give a source or date for this information. The author quotes from Peck's Gazetteer of 1837 on page 155, stating that the Bridges settlement ten miles west of Vienna had good land and a population of 60 families. Pages 282 through 316 contain information on the various towns and settlements in Johnson County. Although the author occasionally refers to various sources, she has not included a list of resources consulted.

**Johnson County Historical and Genealogical Society. 1990. Johnson County, Illinois, history and families.** 368 p. Paducah, KY: Turner Publishing Co. Located at: Special Collections Research Center, Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. Am-III900817Z02

**Annotation:** This volume contains information on the general history of Johnson County; its communities and towns, educational, religious, businesses and organizations, as well as individual family histories. A table of contents and an index of surnames is included. Scattered throughout the text are many black and white photographs of people, places and buildings of Johnson County, ranging from the 1860's to the 1980's. Sources are occasionally cited at the end of individual articles, and the name of the person submitting the record is often noted. Information of interest to the present study includes the formation of Johnson County (p. 7) and a discussion of early settlers (p. 9). Bridges Tavern is the subject of a passage on page 9, excerpted below.

During the early settlement of Southern Illinois and for many years thereafter, there were very few roads, and even fewer places to spend the night. One such noted place in Johnson County was Bridges Tavern, located in the very southeast corner of Section 29, Elvira Township, along what is now Illinois Route 146.

Located as it was halfway between Lusk's Ferry or Sarahsville, now Golconda, on the Ohio and Willard's Landing on the Mississippi River, the house saw the ingress and egress of many emigrant trains in Illinois passing to the new country in the Great West.

The house was built by John Bridges who settled there sometime before 1820. A niece of John Bridges lived with him in this house when she was a little girl. It was a magnificent structure for its day, as homes then were few and far between. The population of the entire county was but 822 when it was built.



In the locust grove adjacent to it, the emigrants parked their covered wagons for the night, built their campfires, watered and fed their stock and refreshed themselves with food and drink. Just north of the building stood a two-story log building used by Bridges as the Wayside Store stocked with various goods and the inevitable supply of whisky, an article which seemed to be an absolute necessity to the pioneer. The door to this building was an object of curiosity and beauty in its size, thickness and its decoration of hundreds of nails driven through it to prevent thieves and robbers from boring around the locks to gain entrance. This was a favorite scheme in those days, as the heavy hewn logs and ponderous locks thwarted their efforts to break in.

John Bridge's niece lived here when the Indians were being transferred by the Army officers to their new homes in Oklahoma in 1834 [*sic*] and told many stories of seeing them walk past the house by the hundreds, and about how eager they were to buy firewater at the tavern. They were rich in money as they had been well paid for their slaves and other holdings in the Southeast, but were wards of Uncle Sam, who had an eye on their conduct. The young bucks, however, seemed to have an insatiable craving for firewater. A favorite scheme to raise money for its purchase was in their craftiness in the use of the bow and arrow. They would approach the white immigrants and place a coin in the split end of a pole, step back so many paces, and offer the coin if they did not hit it on the first shot; otherwise they were to receive a coin from the emigrant. This tavern building stood for over 100 years. It was converted into a dwelling during the 1930's and burned during the 1940's.

When Elvira, the first county seat, was laid out in March, 1814, the location was recorded in the County Commissioners records (p. 10) "at or near a certain spring or Sub Creek about one mile above the wagon ford on said creek where the road leading from Ferguson's Ferry crossed the said creek and which said spring is within the 5<sup>th</sup> Section of Township 12 and range 2 East of the Meridian line and in the S. W. corner of said section . . ." The writer points out that the court house constructed in Elvira was located about one quarter mile north of the Buncombe to Lick Creek Road. After the county seat was moved to the new village of Vienna in 1818, an effort was made by some to move the county seat further north to Bloomfield. A petition against this move was introduced by citizens of Johnson County in 1823, and mention is found of a public road (p. 10) "our present seat of Justice is only one mile from the center of the county on the public road leading from Golconda to Jonesborough . . ." A section on early commissioner's records mentions that men were required to work on any road being built near their property. Some of the orders for road building, taken from *Johnson County, Illinois Commissioners Record, July 15, 1813-1817, Vol A.*, are excerpted from page 12 below.

p. 15 1814 - A petition was presented by the inhabitants of Massac township praying the court to appoint viewers for the purpose of opening a road from Col Ferguson's opposite the mouth of Cumberland River to Cape Girardeau near the present mail route. Ordered that John Prichard, James Fitsworth and John P.

Ervins be appointed viewers but only to view the said road so far as the river Cash [sic] . . .

p. 32 1814 - We the undersigned being appointed viewers of a road from the courthouse to Earthmans Ferry on the Mississippi (formerly Robinsons) report the following as the practicable route Towit Beginning at the court house thence agreeably to the way newly marked out to Thos. C. Pattersons and through his lane thence to Tripps - thence to the old Indian trace where it crosses Durrys [sic] Creek - thence to Palmerleys - thence passing the widow Crafts and leaving her house to the right from thence to Earthmans Ferry.

The County Commissioners set rates and issued licenses for many businesses, as well as collected taxes from these various businesses. A list of seven ferries on the Mississippi River (Johnson County borders at that time reached all the way to the Mississippi) and the amount they were taxed, varying from \$3 to \$10 in 1817, is found on page 12. Obediah Russell's ferry on the Cache River was taxed \$4.00 in the same year. The section on early towns contains several items of interest to this study. Allard is a settlement mentioned as being located in Pope County, near the Johnson County line, believed to have been in T12S, R5E, and located on the mail route between Golconda and Vienna that went through Rock. (p.28) The details on Big Bay are interesting, and excerpted below, from pages 30-32.

There seems to have been a post office at a place called Big Bay in Johnson County as early as 1815. There was also a post office named Big Bay in Pope County before 1820, which was still in operation in 1835. This post office was located on the Golconda to Vienna Road on which the post offices at Wool (Old Brownfield) and Allen Springs were later located. The name of this post office was changed from Big Bay to Dixon Springs about 1835.

It would appear that these post offices in the two counties were the same. Big Bay would have been in Johnson County in 1815 because of the area of Johnson County as it was established in 1812. Pope County was established in 1816 from Johnson County with the boundaries between the two counties being adjusted at that time. This post office would have been in Johnson County and would have been transferred to Pope County.

Bloomfield, located about two miles north of Vienna and east of U.S. Highway 45, is discussed on page 32, as having been a stagecoach stop on the Golconda to Jonesboro Road. Daniel Simpson is referred to as having built and operated a tavern or inn there in 1824. The text mentions that a post office was in operation here as early as 1819, run by Samuel J. Chapman. Elvira, named the first Johnson County seat by the Illinois Territorial Legislature in 1812, was situated in the geographical center of the county. At the at the height of its prosperity, Elvira had two general stores, a blacksmiths shop, doctors' offices, lawyers' offices, the courthouse, jail and post office.

The history of Grantsburg is found on page 40, where the text states that the community came in to existence when railroad tracks were laid in 1888-1889. Where the railroad

crossed the Golconda-Vienna road, Grantsburg sprung up. Grantsburg was originally located about three miles west of its current location, but moved with the coming of the railroad. The former village was then called Old Grantsburg, and later Wartrace.

Pleasant Grove, according to the text (p. 43-45), began as a sawmill town in Elvira Township, Section 30, three miles west of West Vienna, on what is now Route 146. The writer reports that John Bridges entered the land in 1830; the east half of the SW quarter of Section 29, Township 12, Range 2 East. His son David Y. Bridges built a store a little north of the church. A sawmill and blacksmith shop was also located in the area. Land for the present site of Pleasant Grove Church was obtained in 1861 from a daughter of John D. and Sarah Bridges. A landmark in Pleasant Grove was Bridges Tavern, and Wayside Store, built in the 1830's by John D. Bridges and located about halfway between Lusk Ferry, and Willard's Landing on the Mississippi River.

Vienna was located on the Golconda –Jonesboro Road, and with the relocation of the county seat to Vienna, additional roads were soon built, radiating in several directions. (p. 51) A mill was built as early as 1820 and a tanyard owned by Joseph McCorkle was in operation in 1821.

Wartrace, also known as Old Grantsburg, is located two miles west of Grantsburg. It was on the Golconda to Cape Girardeau Road, probably the route through Wool (Old Brownfield) and Allen Springs. (p. 54) The text states that this road then passed through Vienna.

West Vienna/Boles Post Office was founded in 1899, and is mentioned on page 56 as being on the Trail of Tears. In the family history section is found a column on the Bridges family, authored by Bonnie Ragsdale, great great-granddaughter of John Bridges, farmer and owner of a general store and tavern in the Pleasant Grove Community. (p. 182) A thorough knowledge of the early settlers in the areas of interest to the current study, and a close examination of the family history section might reveal additional families with ties to the Trail of Tears.

**Mohlenbrock, Robert. 1975. A new geography of Illinois: Johnson County.** Outdoor Illinois 14, no.1: 15-46. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 52390-9391

**Annotation:** This article is a general work, covering both the natural and cultural history of Johnson County. The author has included a short list of references consulted, as well mentioned several individuals who shared family stories and county history. The article is well illustrated with black and white photographs of various structures and natural features of Johnson County. Several maps are featured, including an outline map of the county with roads, waterways, settlements and points of interest marked. Page 23 contains a map of Johnson County from the *1876 Atlas of Illinois* (Union Atlas Co.). Mohlenbrock has organized the article into categories such as early history, plant and animal life, physical features, rivers and lakes, settlements, life and work of the people and points of interest. The first county seat, Elvira, was established in 1813, and by 1818

was the still the only thriving community in the county, with a courthouse, post office, several homes and businesses and a population of nearly forty. The author writes of Grantsburg (p. 29), "The village today is situated on the banks of Bay Creek, but was originally settled a short distance to the west before the railroad came through." Mt. Pisgah is situated on the far western side of Johnson County, a few miles south of Pleasant Grove. (p.29) The area was settled as early as 1812, and a road ordered by the court in Vienna in 1821 from the Concord Meeting House (located just northwest of Mt. Pisgah) to Wilcox's Warehouse on the Ohio River, passing through the village of West Eden. Pleasant Grove is the next settlement of interest, discussed by Mohlenbrock on page 30, and excerpted below.

The settlement of Pleasant Grove, now marked by a church and cemetery and a few scattered farmhouses, is in the Cache lowlands with rugged broken region of hills and bluffs to the south. It was around 1810 that John Bridges, Millington Smith, Joshua Elkins and their families settled here. Bridges constructed an impressive 2-story frame house with two huge fireplaces at either end. Known as Brides' [*sic*] Tavern, the building served as a convenient stopping place for travelers along the road from Golconda to Willard's Landing. The house stood until about twenty years ago when it was destroyed by fire. Hillcrest Kennels now occupies the site, and the old barn just east of the kennels reportedly was the old trading post.

Reynoldsville is a small settlement located in the northeastern quarter of the county. The author relates the story of a family reported to be traveling with the Cherokee, on page 32.

James Sanders, his wife and eight children were in the party of Cherokees on their historic trek across southern Illinois in the winter of 1837-38. The Sanders' departed from the Cherokees and established a small settlement at the site of Reynoldsburg. The original town name was Cross Roads because of the settlement's location where the Massac-Kaskaskia Trail crossed the Vienna-Shawneetown Trail.

Mohlenbrock mentions Vienna as having been chosen as the site for the new courthouse because of its central location in the county and being situated along a new road connecting Golconda and Jonesboro. (p. 33) He writes that a mill was built in 1820 and a tanyard operated by Joseph McCorkle followed in 1821. Roads began radiating in several directions from Vienna and the population quickly soared to nearly 150 by the late 1840's.

The next village of interest to this study is Wartrace, which the author mentions on page 34. He states that the original name of this nearly abandoned town was Grantsburg, but when much of the population moved two miles east to establish a new community along the railroad in 1888-89, they took the name of the town as well. What was left of the old settlement was then known as Old Grantsburg and later Wartrace. The entry on West Vienna contains a reference to the Cherokee removal, excerpted below from page 36.

West Vienna is located at the junction of Illinois routes 146 and 37. Although the area was one of the first to be settled in the county when John Elkins and John Gore came in 1809, the community of West Vienna was not laid out until the C&EI Railroad ran a line near the village in 1899. The Cherokee presumably camped here for three weeks during their Oklahoma trek in the winter of 1838 and 1839.

Transportation is discussed on pages 38 and 39. The author quotes Reynolds as reporting that by 1800 a good trail existed from Fort Massac to Kaskaskia, passing through Moccasin Gap to Reynoldsburg to Parker City and then exiting the county into the Creal Springs area (to the north). Mohlenbrock continues this discussion, "Johnson County court, beginning in 1813, decreed for various roads to be built, the first to provide a route for carriages from Ft. Massac to Elvira. In 1820, a road was authorized from Vienna to Cairo. Many other gravel and dirt roads were laid out." An entry on John Bridges is of interest. Repeating much of the information contained earlier in the Pleasant Grove account, Mohlenbrock mentions that Bridges was one of the first businessmen in the county. He gives the location of Bridge's frame building as being along the north side of Illinois Route 146, about three-fourths of a mile east of the Pleasant Grove Church, and states that besides serving as a tavern as early as 1810, Bridges operated a thriving trading business as well. (p. 40)

**Mount, Mary Ellen. [1992] 1996. A history of Johnson County Illinois.** Edited by Ruth Ann Sistler and Jack Kent Sistler. Revision by Ed Annable, Helen Haneline and Jane Vinson. Vienna, IL: Johnson County Genealogical and Historical Society. 61p. Located at: Special Collections Research Center, Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. Am-III169092

**Annotation:** This work is a collection of articles written by the author, and subsequently printed in the *Vienna Times* newspaper, under the title *History of Johnson County*. The volume includes an index of individuals mentioned in the text. The revised edition contains a table of contents, listing 41 chapters. Mount appears to have examined early Johnson County court records and placed them into a narrative form. The chapters on early county expenditures, ferry systems and roads contain entries of interest to this study. The road to Golconda is mentioned on an 1855 application for a grocery, to be kept at a house on the "North side of the public road heading from Vienna to Golconda on the East Bank of the Big Bay near the Big Bay Bridge". (p. 40) Chapters 34 and 35 (p. 44-46) cover early ferry systems. Rates for ferry charges, fixed by the court, are given for the years 1813 to 1826. The March 6, 1826 entry (excerpted below), fixed the following rates to be observed by all ferry owners and operators.

For crossing a Waggon [*sic*] and four horses at low water, \$1.50, at high, \$2.00; A carriage with two horses, low water, 75¢, at high, \$1.00; A man and horse, low water, 50¢, at high 75¢; A lead horse, low water, 25¢, 37½¢, Neat Cattle per head, low, 12½¢, high 18½¢; Hogs and Sheep, low 6½¢, high 12½¢; a single man, low 12½¢, high, 25¢. (p. 46)

Early roads are discussed in the last six chapters of the document, pages 46-51. The earliest reference, in 1813, points out the need for a road from the seat of Justice (Elvira) to Massac Township. (p. 46) The text continues on pages 46-48 with court orders from 1814 through 1817 for roads to be laid out from Elvira to various ferries on the Mississippi River. The road to Golconda is mentioned beginning on page 48, when, on March 18, 1818 the court established a committee for the purpose of viewing a road from the new seat of justice (Vienna) to Golconda. On the next day, the court ordered Isaac Worley be appointed supervisor of the road "leading from the county line between this county and Union." "Elvira to Ferguson's Ferry at Golconda as far as Dutchman's Creek about 5 miles east of Elvira." On page 49 the author states that some of the inhabitants enter a plea for a road leading from Golconda to Green's and Penrod's Ferry on the Mississippi River in September 1819. Mount includes the following report, dated October 9, 1819.

Richard Miginnis [*sic*] and Millington Smith came into the court to report their findings on the road from Jonesboro to Vienna. Their report was as follows: Beginning at John W. Gore's thence by George Brazils Mil to Jerry Lizenberry's, then along a ridge, leading down Cash River to the same, thence on a ridge to William Russel's farm leading thence up cash [*sic*] until the first ridge puts in near the same on the left, thence on the safest and best way to meet the above mentioned road from Jonesboro to Vienna at the county line leaving John Miginnes's to the right.

Additional entries, of a similar nature, are contained in the last few pages of the document. A bridge on the Cache River is first mentioned on page 50, when, in 1823, several men were appointed supervisors of the road from Golconda to Jonesboro, "Samuel Miginnis for that part of the said road that lies between the bridge on Cash [*sic*] and the county line of Union ..." The last item of interest is found in the final paragraph, page 51.

On March 5, 1827, Barnebas [*sic*] Smith was appointed supervisor of the road from Vienna to Jonesboro that lies between the bridge on Cache and the Union County line. On the same day, Hardy Johnson, Joel Johnson and Mack Rentfro were appointed to view a road from the Pope County line near Thomas Reed's on Big Bay to go through Mack Rentfro's settlement then to Hardy Johnson's.

**Musgrave, Jon. 2005. Descendants of John Bridges: Johnson County, Illinois.** The Saga of Southern Illinois: a quarterly publication of the Genealogy Society of Southern Illinois. 32, no. 2: 21-26. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 32238-9291

**Annotation:** In this article, the author has compiled a genealogy report for John Bridges, Sr., founder of the Bridges family in Johnson County. Musgrave states that the purpose for this article is to aid those studying the history of the Bridges Settlement and its

connections to the Cherokee Trail of Tears. (p. 21) Other than the introduction, the article is composed entirely of genealogical entries. Three generations of the Bridges family are covered, beginning with John Bridges, born in the 1770's and passing away sometime between 1830 and 1840. The final entry is of Elizabeth Bridges, born about 1840 in Vienna, Johnson County, Illinois. Musgrave lists sources of his information in the introduction, as well as mentioning that additional generations, footnotes and facts are available online at [www.IllinoisHistory.com/bridges](http://www.IllinoisHistory.com/bridges)

## Union County

[Allen, John W.?]. **Priscilla**. Journal of the Southern Illinois Historical Society. 1945 March 1. Vol. 2, No. 1, p.5. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977. 39005 S727J

**Annotation:** This brief work is almost certainly written by John W. Allen, one of the editors of the Journal. The article summarizes the local story of a young slave girl (Priscilla), traveling with her Cherokee owner during the removal west. As the story goes, Basil Silkwood, a businessman trading in Jonesboro, saw the girl as he passed through town and was moved. Silkwood is said to have purchased her from her owner and taken her to his home in Mulkeytown, about 50 miles north. This may be one of the earliest descriptions of the Priscilla story.

**Anna Centennial Committee. 1954. 100 years of progress.** Cape Girardeau, MO: Missouriian Printing & Stationary Co. 446 p. Available at: Special Collections (non-circulating) Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. Am-III860718Z18

**Annotation:** This volume documents the history of the town of Anna located in Union County, from its beginnings in 1854 to the date of publication in 1954. A few items of interest to the present study were identified. Photographic portraits of Winstead and Anna Davie are found on pages iv and v. A brief biography of W. Davie is located on pages 23-24. Known as the "Father of Anna", Davie settled in the area of Jonesboro in 1817, working his way up from schoolteacher to storekeeper, county recorder and clerk, circuit clerk, business owner and Probate Judge. Anna is named in honor of his wife, Anna Willard Davie. An 1835 census showed 4,417 persons living in Union County, with five shoemakers and saddlers, one tailor, two wagon makers, two carpenters, one cabinet maker, two hatters, eleven blacksmiths, three tanyards, twelve distilleries, two threshing machines, one cotton gin, one horse and ox sawmill, eighteen horse and ox gristmills, two water sawmills, and five water gristmills. (p. 14) A reference to roads leading through the Mississippi bottoms is found on page 16, excerpted below.

Due to the swamps and overflow, the roads were frequently muddy. Since it was necessary to travel over this part of the county in order to take products to the river to be sold and bring back the articles bought from the traders, the mud caused great delay in transportation. A group of men decided to build a road over which they could lay logs, split in the middle with the flat surface up. Such a road was built from the east bank of Clear Creek to Willard's Landing on the Mississippi River. All the places were planked where mud interfered with travel. This road became know as the Plank Road.

A date is not attributed to the construction of the Plank Road. The greater part of the volume traces the story of Anna's civic history, followed by what appear to be paid



advertisements of local businesses, accompanied by family histories. One interesting entry among these is found on page 369. Mrs. Myrtle Nimmo is profiled as being the owner of the historical Morgan farm, located four miles west of Jonesboro, on Highway 146. The account continues "The farm was bought by Thomas Nimmo when it sold at Master-in-Chancery sale, and was owned by Mrs. Nimmo's grandfather, James Morgan. There was at one time a gristmill on Dutch Creek, where Mr. Morgan ground grain for people miles away. He also ground grain for the Cherokee Indians while they were camped on this farm en route to Indian Territory, waiting to cross the Mississippi River, as it was full of floating ice. This was about 1838." A black and white photograph of Mrs. Nimmo accompanies the article.

**Dexter, Darrel. 1994. A house divided Union County, Illinois, 1818-1865.**

Anna, IL: Reppert Publications. 260 p. Available at: Special Collections (non-circulating) Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.3995 L561h

**Annotation:** This book contains a history of Union County, and Jonesboro in particular, dating from the founding of Jonesboro through the Civil War. The volume contains a table of contents and an index of proper names. References are occasionally contained within the text. The first item of interest is found on page 12, where the Commissioners records are quoted "Ordered that the name of the said town be called Jonesborough . . ." Continuing this discussion on page 17-19, the author refers to the Commissioners Report of March 2, 1818 which recommended the center of the public square (where the fountain is now located) as the site of the first Union County courthouse. This first courthouse was a one-story log cabin, twenty feet square. The county soon outgrew this structure and a second courthouse was built at the same location in 1821. This wood frame building served as the center of county government until 1840. Construction began on a third courthouse in the late fall of 1838. Taking two years to complete, this building was also placed in the center of the public square. The previous wood frame courthouse was moved and sold to the highest bidder. This third courthouse was used from 1840 until 1858, when a fourth courthouse, (still in use) was constructed on a site several blocks north and west of the town square.

In the chapter titled Lincoln-Douglas Debate, (p. 82) the author refers to an incident that occurred in 1858, when Lincoln, in the company of his host and political ally David Layman Phillips and Phillip's 11 year old son Judson, was driven by 26-year old Dr. Hugh McVean, a physician from Anna, on a ride through the country. It is reported that they "traveled through the west section of Anna to Jonesboro, past the fairgrounds, west to the valley of Dutch Creek, past James Morgan's home, Cherokee Indian Camp on Dutch Creek, through Dug Hill Gap and to the alluvial plains of the Mississippi." Pages 155-246 of the book consist of a chapter titled *Union County's Forgotten Statesmen*. The biographies of twenty-four men are presented. This portion includes a few items of interest. When Illinois became a Territory of the United States in 1812, James Grammer was elected to the first Illinois Territorial Legislature. On page 159 the author refers to records that state that in 1814, Grammer was appointed to view the way

for a road from Johnson County Courthouse in Elvira to ‘Gallagher’s Old Place’ below Green’s Ferry (later Willards’ Landing) on the Mississippi River. The road went by ‘Grammer’s Plantation’ and was established by the court of common pleas as a public road on February 13, 1815. The Grammers lived on what is now Jonesboro’s Main Street, south of their original donation (John Grammer donated twenty acres for the establishment of the village of Jonesboro). (p. 160) The town grew up around this ‘plantation’. According to Dexter’s sources, Grammer spent time on his farm where the village of Ware is now located, and where he had moved late in the summer of 1839. (p.164) The author speculates that Grammer surely witnessed “with much curiosity” the march of the Cherokee Indians during their removal to Indian Territory in 1838-39. Dexter observes that they would have passed in front of his house on the road to Willards’ Landing on the Mississippi River, and camped for the winter less than two miles from his farm. In 1840 Grammer was appointed to superintend the erection of a bridge being built by Thomas Whitaker across Running Lake, on the road from Jonesboro to Willards Ferry. (p. 164-65)

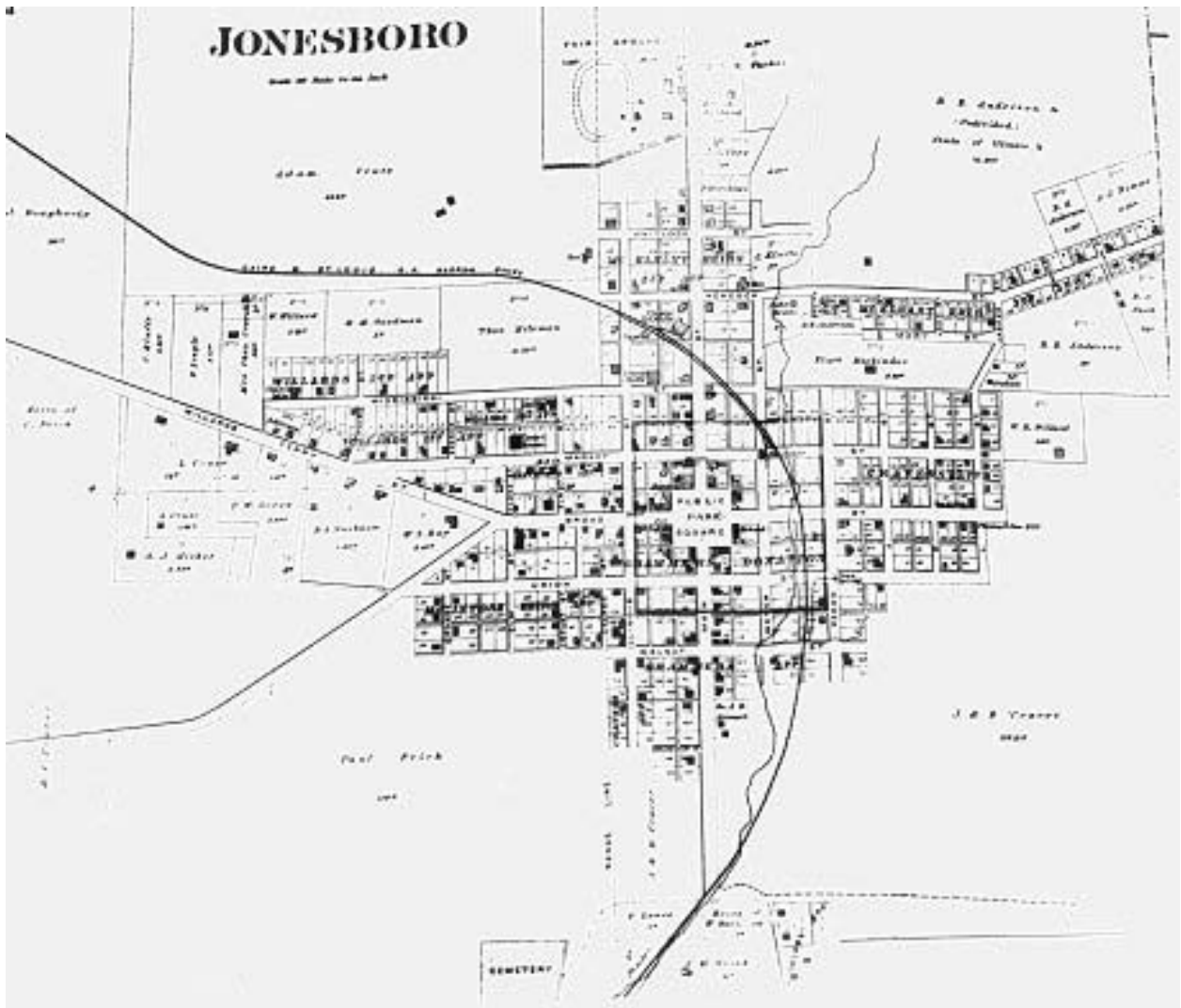
John Whitaker is discussed on pages 170-71. Whitaker owned land between Jonesboro and the Mississippi River, and the text mentions that a “road was viewed in February 15, 1815 from the plantation of James Grammer (later the town of Jonesboro) to John Whitaker’s and all the way through to the Mississippi River. A section on early settler Jesse Echols refers to his purchase, on November 22, 1826, for fifty-six dollars, from John Whitaker of Union County, one-half interest in a toll bridge across Cache River on the road from Jonesboro to America in Alexander County. (p. 174) Dexter states that this is thought to have been near present-day Cache Chapel Church in Pulaski County. On page 192, the author refers to John Schaffer Hacker, who moved to the new town of Jonesboro in 1818, opening a tavern on lot 36, at the corner of Illinois and Broad Streets. John Dougherty joined with Winstead Davie and Willis Willard in 1846 to build the Union County Charcoal Road, a toll road from Jonesboro to the Willard’s Landing steamboat dock on the Mississippi River. (p. 211)

**Keller, William E. 1956. A history of Jonesboro, Illinois, from 1803 to 1899.**

Carbondale, IL: Southern Illinois University. 155 p. Thesis. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. q977.3995 K29h

**Annotation:** The manuscript is composed of an introduction; three sections, Politics and Elections, Economic History (1818-1899), and Social and Cultural History, 1818-1819; an appendix consisting of a list of businesses operating in Jonesboro from 1872-1898; and a bibliography. Section 2 (p. 37) contains information on the founding of Jonesboro in 1818, on 20 acres donated by John Grammer. Winstead Davie’s arrival in 1820 is noted on page 38. Davie’s public service and business careers are outlined (p.39), accompanied by a list of goods sold and their prices, found in Davie’s 1847-1848 daybook. (p. 40) Of interest is an old plat map (undated) of the city of Jonesboro located on an unnumbered page between pages 46-47. The site of the present courthouse is marked on the map along with the public park square, Willards Ferry Street, and the street that is currently known as Cook Avenue. The next entry of note is found on page

65, where the author discusses early mills in the area, observing that about 1836 Willis Willard built the first steam mill in Jonesboro and the county. Keller's source for this information is listed as the Jonesboro Gazette, May 13, 1871. The footnote continues "In 1838 when the Cherokee Indians were moved to their new homes west of the Mississippi River, they stopped west of Jonesboro on Dutch Creek until the river was free of ice. During their stay some trading was done at the mill of Willis Willard. A manuscript in possession of Geneva Davie Wiggs, Jonesboro, Illinois, on the Davie family." The footnotes for Section 2 (p. 87-100) contain several interesting notes. On page 87, footnote 17 cites "A manuscript on the life of Winstead Davie in possession of Eleanora K. Davie and Mrs. Serena Sims, Jonesboro, Illinois."



Map of Jonesboro, IL from *A History of Jonesboro, Illinois, from 1803 to 1899*, by William E. Keller. Source of map unknown, date of map unknown.

**Annotation:** This book contains no table of contents, index or references. The volume contains thirty-three numbered chapters, each with a descriptive title, for example, *Land*

*Entered by 1835, Industry and Business Leave the Confines of the Home, and Public Assistance after 1930.* Of interest to this study are those chapters covering early county history. The first settlers arriving in the area are listed on page 2. The founding of Union County in 1818 and accounts of early life are discussed on pages 4 and 5. The author points out that Elvira, (the county seat of Johnson County when the county encompassed all the area which now makes up Union, Massac, Pulaski and Alexander Counties) was located one mile east and seven miles north of what is now Mt. Pleasant. (p. 5) On the following page Leonard states that the oldest public industry in the county was road building. In the following chapter on population and industry, the author discusses ferries and roads. (p. 7-8)

Since the only modes of travel were by water or by horse or ox, the industries of road building and ferry transportation grew. Nine ferries paid a tax to the county government for the privilege to operate, Harris on the Big Muddy, and Harris, Hays, Green, Penrod, Smiley, Ellis, Smith and Ruppel on the Mississippi.

When Jonesboro was established as the county seat, roads were built from that town to each of the above ferry landings. Bridges were built across creeks at public expense. The job was let to the contractor making the lowest bid for it. The two earliest bridges were the one across Bradshaw Creek which was completed for fifty dollars and the one across Clear Creek which cost one hundred and fifty dollars. No description of the type of bridge constructed was given in the county records.

Roads were also built from Jonesboro to Vienna, Jonesboro to America, Jonesboro to Cape Girardeau, Jones to Brownsville in Jackson County and from the mouth of the Big Muddy River to Golconda. As agriculture and population increased, millseats were established and as these came into being, the roads were made to go past the mills enroute to their destinations. An “overseer” and “viewer” was appointed over various sections of the road and the people living within four or five miles on each side of the roads were required to work on their construction and maintenance. This work must have been done without pay since the county records do not show where any payments were made . . . in the early days of the county. Then as now the “overseers” and “viewers” were changed with a change of county administration

It appears the above information dates from 1818, as the next paragraph refers to personnel changes that occurred in 1819.

The next mention of roads is on page 10 “Road building still continued . . .two or three more mill seats were condemned [?] and roads built past them. Several churches were erected during the 1820 decade and roads laid out to run past them.” Chapter 6 discusses land entries in the county before 1835, conveniently organized by their contemporary precincts. The author observes that many people settled near the Mississippi River, as it was the only means of long distance travel at the time. On page 18 Leonard points out that “Union Precinct, west of Jonesboro along the Mississippi River was the most thickly

settled district along the river but the majority of the entries were made between 1825 and 1835 after Willard's Landing had become established. The following chapter discusses the census of 1835 and local businesses. (p. 20)

The census of 1835 showed that there were 4,147 persons living in Union County, 2,100 males and 2,147 females . . . There were five shoemakers and saddlers, one tailor, two wagon-makers, two carpenters, one cabinet-maker, two hatters, eleven blacksmiths, three tan yards twelve distilleries, two threshing machines, one cotton gin, one wool-carding machine, one horse and ox mill, eighteen horse and ox grist mills, two water saw mills and five water grist mills.

In 1836 Willis Willard built the first steam saw mill and gristmill in the county, and in 1838 a steam flourmill was added. The Willard family also built some of the first frame houses in the county and a store building in Jonesboro. By 1835 several stores were doing a flourishing business in Jonesboro.

The author mentions Camp Ground Church on page 27 "erected in the Stokes settlement by a group of Presbyterians, namely, George Hileman and wife, John Hileman and wife, William Standard and wife, . . . the first graves in the burial ground joining this church were those of the son and daughter of George Hileman and wife."

Leonard refers again to roads on pages 27-28, "After 1830, with the coming of steamboats, river trade flourished and boat landings became trade centers. Roads were built from all parts of the county to the boat landings. The first "gravel road" in the county was from Jonesboro to Willard's Landing. This road was maintained by tolls collected at a toll gate west of Jonesboro." She does not give a date.

Roads are again discussed on page 44, where the author points out that forty-nine road districts had been established, with names such as Littleton's Ferry, Ridge Number Two, Ridge Number Two and One-half, Reed Ferry, Davie, Hileman, Beggs, Hogan, and Dughill. Several more paragraphs on page 44 and 45 relate to roads.

The roads were usually named for the person who circulated the petition requesting the road or for the community it served. Many of these roads were hardly more than trails over which one could ride horseback comfortably and many could be used for wagon travel. There was no machinery in those days to use in grading or leveling ground so the roads were as level or as hilly as the county they traversed and as muddy or dry as the weather permitted.

In the Mississippi Bottoms, due to the swamps and overflow, roads were frequently muddy and since it was necessary to travel over this part of the country in order to take products to the river . . . the mud caused great delay in transportation . . . A group of men decided to build a road over which they could lay logs split in the middle with the flat surface up. Such a road was built from the east bank of Clear Creek near Dughill to Willard's Landing on the Mississippi River with all places planked where mud interfered with travel. The road became known as the Plank Road.

The village of Mt. Pleasant was laid out in 1858 by Caleb Musgrave and Abner Cox. (p. 60) In the same paragraph, the author mentions that a man named Black opened the first store in Mt. Pleasant and sold it to Leavenworth and Little who sold to John Stokes. Mr. Stokes built a two story brick building for the business. One last entry on roads is found on page 121, where the author traces the history of road building in Union County beginning with trails blazed by hunter's axes. Leonard then states, "Plank roads came into use about 1850 . . . Following this dirt roads were used. These roads were graded and made wide enough for conveyances to pass each other."

**Mohlenbrock, Robert. 1974. A new geography of Illinois: Union County.** Outdoor Illinois 13, no.6: 11-42. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 52390-9391

**Annotation:** This article is a general overview of the cultural and natural history of Union County. The author has included a list of references cited as well as an acknowledgement of area residents who provided oral and written information. The article is illustrated with black and white photographs of various structures and natural features found in Union County. Two maps are included; one an outline map of the county, showing settlements, cemeteries, roads, waterways and other points of interest and the other an unlabeled county map appearing to date from the late nineteenth century. Mohlenbrock begins by mentioning several of the area's first settlers, including David Green and family, whose homestead was near the Mississippi River just west of Ware. (p. 11) The Willard family arrived in 1820, and several of the sons became successful businessmen. The Willards were responsible for the first steam saw and gristmills in the county in 1836. (p. 12) The author's first mention of the Cherokee removal is found on page 12, excerpted below.

The notable forced trek of the Cherokee, Creek and Chickasaw Indians from their homes in the southeastern United States to Oklahoma Territory came across Union County. Two markers, one along Route 146 east of Anna and one along 146 west of Jonesboro, tell of two nearby campsites for the Indians during the winter of 1838-39.

Mohlenbrock continues with a portion of an interview collected in 1932 by Mary Hill Wiley with ninety-one-year-old Mary Ann Willard Goodman, giving, as he says, wonderful insight into early life in Union County and particularly into the Indian movements across Union County. Goodman's comments, found on pages 12 and 13, are excerpted below.

I, as the daughter of Willis and Frances Webb Willard, was born in a one-room log house two miles east of what is now Jonesboro, Union County, Illinois, June 23, 1841. I can still see the old log house on the hill, the spring just beneath the hill under a mossy bank, a deep pool running down to the log milk house. In 1842 we moved into a larger house father had built on the same 40-acre tract and remember we had the first coal stove in the community, it being shipped from

Pittsburg and landed in a steamboat at Willard's Landing, which my father owned and operated. We still cooked many things, however, on the irons in the fireplace of which our house had six, one each in the kitchen, dining room parlor and bedrooms upstairs.

Just six years before I was born, or in 1835 (it actually was during the winter of 1838-39) the United States government moved the Creek, Cherokee and Chickasaw tribes of Indians from their Georgia and Florida reservations to their new homes in the Oklahoma Territory. This was in the midst of a severe winter, and they traveled on foot and by ferries across large streams, the old route through the Ozarks from the Ohio River to the Mississippi River at Willard's Landing was the only open route. After they had crossed the Ohio the intense cold had frozen the Mississippi solid and it was necessary for the army officers to quarter their charges until the river broke up. Three thousand of them were quartered six miles east of Jonesboro . . . 160 acres which the Indians cleared of timber for firewood that winter. There now is a large church and fine cemetery known as Camp Ground Church, taking its name from this Indian camp almost one hundred years ago. Three thousand five hundred were quartered three miles west of Jonesboro on Dutch Creek . . . which was on the old Willard Landing turnpike road. This was near our home, and father had told me how the army officers employed him to run his grist mill day and night, grinding meal for the Indians and each morning would call and give him a government order for \$100.00. Two of the most prominent chief's names were "Bushyhead" and "Nowatta." They boarded in Jonesboro with Mr. Winstead Davie and made daily trips back and forth to the camp on Dutch Creek. When the river opened they crossed into Missouri at Willards Landing.

The author's next entry of interest concerns the development of roads in the county. He references the road constructed by the Willards from Jonesboro to Willard's Landing on the Mississippi River on page 21, built to transport goods and materials to and from the river. Mohlenbrock states that like several of the other roads built during the first half of the nineteenth century, the road to Willard's Landing was a toll road. The author continues, "There were only three routes by which the early settlers could cross the foreboding high range of hills and bluffs which run north-to-south in the western part of the county. The southernmost of these routes was the Plank road, or Old Cape Road, which still is traveled today through magnificent scenic territory from Jonesboro southwest to Reynoldsville." Under the section concerning important persons in the county (p. 25), is listed Winstead Davie, who settled in the area in 1817. Elijah Willard, founder of Willard and Company, is mentioned on page 26. The author credits Willard with constructing a road from Jonesboro to Willard's Landing on the Mississippi. No date is given for this road construction, but Mohlenbrock states that in 1836 Willard was made internal Improvements Commissioner for the entire state.

The author next discusses towns and villages of Union County. Berryville, the first settlement of interest to this study to be covered by the author, is listed on page 32. Described as a stringtown of dwellings a few miles west of Jonesboro, the author

suggests that the hamlet takes its name from a strawberry nursery developed in the region. Hamburg is mentioned on page 34, “an attempt to establish a German settlement on the west side of the county along the road to Reynoldsville Ferry. Although a few homes were built, the area was too remote for widespread development and community finally dwindled to a farmhouse or two.” The next town of interest is Jonesboro, whose site was selected in 1816, and first lost sold in 1818.

Mohlenbrock brings up the Willard family once again, as having been responsible for the first good road, and the first steam flour and saw mills in the county. The Mount Pleasant area (pg 35) was settled early, and by 1820, Caleb Musgrave had established an inn, patronized by travelers on the road from Jonesboro to Vienna. Pottsville is mentioned on the same page, the author stating that it no longer exists, but as one time was composed of a few houses where the Union County Conservation Area office now stands. Reynoldsville is listed as a small community located at the south end of the Union County Conservation Area. (pg.35) Mohlenbrock mentions that at one time the Reynoldsville Ferry across the Mississippi River operated a few miles west of the village. Ware, a community located at the junction of Illinois Route 3 and 146, was at the time this article was written, the sixth largest community in the county. (p. 35)

In the section about points of interest, Mohlenbrock has listed Camp Ground Church (pg 36), mentioning that it is built on the site of one of the campgrounds used by the Cherokees on their “Trail of Tears” during 1837-38. The Trail of Tears itself is a subject on page 41, the author stating “Trail of Tears is the name given to the movement of the Cherokee Indians from their homeland in the southeastern United States to their new reservation in Oklahoma. Their trail came across southern Illinois during the winter of 1838-39. Because floating ice prevented them from crossing the Mississippi River until spring, the Indians were required to camp in southern Illinois during the winter. At least two of these campgrounds are known to have been in Union County. Both are along Illinois Route 146, one just east of I-57 and one midway between Jonesboro and Ware. Roadside markers indicate the site.”

**Old Settler. [1996?]. Union County, Illinois: its early settlement, pioneer life, soil, climate, resources and productions. Brumleve, Patrick, editor.** Cobden, IL: Union County Historical and Genealogical Society. 49 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No.977.3995 044u 1996

**Annotation:** This manuscript is a collection of articles published as a series in the *Jonesboro Gazette* newspaper in 1871. The author is listed only as an “old settler”. An unnumbered index of proper names is located at the back of the volume. The text is made up primarily of what appears to be firsthand accounts of the families that first settled in Union County. Pages 20-21 contain a description of Winstead Davie’s arrival in Union County, his marriage to Anna Willard and his success in business. The road leading to Willard’s or Green’s Old Ferry is mentioned on page 36, as being situated on the banks of the Running Lake. On this same page a reference to the Old Hamburg Road is found. Both of these roads are discussed while the author refers to Indian mounds or



artifacts. This collection of articles although containing no mention of the Cherokee removal, does give the reader a first-hand look at Union County the first half of the 19<sup>th</sup> century.

**Parks, George E. 1987. History of Union County Illinois: with some genealogy notes. Vol. 1.** 496 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Call No. 977.3995 P252H

**Annotation:** This volume consists of 24 chapters, organized chronologically, from the year 1000 to 1900. A comprehensive index is found in volume 3. Sources are quoted throughout the text, although a list of references is not included. The first mention of early roads is found on pages 34-35, where the author discusses the French period in southern Illinois and the old French military road from Ft. Massac to Kaskaskia. A story attributed to Ninian Edwards, an early governor of Illinois, notes that he traveled the road to Kaskaskia, which the French had marked by branding with hot irons, and then painted, denoting the miles between road markers and showing the route. The Ft Massac – Kaskaskia Road later connected with a road from Golconda, traveling westward toward Kaskaskia. Park continues in the following excerpt.

From this road there also came a later road which went by a southerly route across what is now Williamson County through Old Bainbridge and down into Union County. In later years it was know as the Post Road to Jonesboro. The French road leading in a northeasterly direction went to Kaskaskia. These are our rudimentary roads that came across the area and may be attributed to the early French who traveled with their military, traders and explorers through this area. (p. 35)

Further on, Parks refers to old trails and roads in relation to the establishment of the Northwest Territory.

The people who were accustomed to life in the hills of North or South Carolina, Tennessee and Kentucky found our hills added to the attraction of southern Illinois territory. In addition, it was easy to reach by the rivers. As they came by packhorse from the Old Warrior Trail across Kentucky, from the Crab Orchard area in Tennessee, and over the Cumberland Gap, they would find that the established roads led to southern Illinois. Then it was accessible by the Cache River or by the routes already established by the French from Ft. Massac to the interior of the land on the old French military trail which led from Massac to Kaskaskia and farther north the Goshen Trail which led into the Edwardsville, IL area . . . .

Another advantage of this southern Illinois area was that there were alternate trails. When wet seasons prohibited the use of the Cache River route, a route led from Ft. Massac over to what we now call Williamson County where there was a settlement known as Old Bainbridge; then westward across the hills to a place

called Water Valley, which is located in the northeast corner of present Union County; thence to near Jonesboro, which later became active as a settlement at the turn of the century when the earliest families arrived. From Jonesboro, the route led over the Mississippi River. Several ferries were established there, one at Session Island, one at the upper northwest corner of the county where the Big Muddy River flows into the Mississippi, and finally a third route led to a ferry near what we call East Cape Girardeau. These were the routes which later became postal routes. We find that these routes of migration followed rather well these early trails, which were not roads in the beginning but were probably foot trails made by the Indians as the most accessible and shortest routes across the land. (p. 65)

Park mentions on page 69 that in 1812 a mail line was begun from Elvira (Johnson County) to East Cape Girardeau twice a month. He again refers to the trail through Old Bainbridge on page 76, when he relates a story told by his grandfather, of his father, Thomas Rich, the first settler in the Rich Precinct, in the northwest corner of Union County in 1835, "the old Indian path which came from Crab Orchard to Old Bainbridge, onto Water Valley, by Wing Bluff, and down past Grandfather Rich's log house (nearby present Rich Cemetery/Brumleve House on New Highway 51, according to the author). The old Indian trail went on toward Jonesboro and over the ridge near what was called Sugar Camp to the ferries on the Mississippi River. The story was, that up until 1840 or 1850 Indian families occasionally would pass by, stop by the spring for a drink of water." A list of the original 84 settlers who entered land in the area that became Union County before 1817 appears on pages 84-85. These claims are marked on a map of Union County on page 87. The author again discusses the old routes on page 91 where he addresses the question "how did the early settlers get here?" He quotes from Governor Reynolds "that upon his arrival as a boy of twelve in Golconda, he had seen the markers on the trail which were marks cut upon the trees and branded with hot irons by the French, marking the original trail called the French Trace from Fort Massac to Kaskaskia. He also told of how his father was told at Lusk's Ferry that there were no houses on the road between Golconda and Kaskaskia, 110 miles away." Parks continues on pages 92, with a reference to Perrin's *History of Alexander, Union and Pulaski Counties*, pointing out that by 1808, a family of Quakers was located at Stokes Settlement, which was located several miles east of what would become Jonesboro. Parks believes this is the local Stokes family and the settlement is now known as the Mt. Pleasant area. The following reference to ferries appears on pages 94-95.

The Sarah Lusk Ferry at Golconda was the first ferry in this area and it was located at the terminus of the road from Golconda on the east to the Mississippi River through Jonesboro and Vienna on the west . . . . Another ferry to accommodate this travel was known as Earthman's, placed in use in 1813 and which went from near present day Wolf Lake to Apple Creek, Missouri. The road from Elvira led westward to Dutchman's, located on the road two miles southwest of Jonesboro, where a forked, connecting road to Quetil and Brownsville, the county seat of Jackson County, lay twenty-five miles to the north. The distance from Jonesboro to the Mississippi River was about nine miles and this route

across the state prevails today as Route 146, and was in use at the time of the Cherokee Trail of Tears. In dry season this journey might be made direct at a distance of approximately eighty miles, or as in the wet and impassable Cache Bottoms at certain seasons, the trip had to be made around the Ozark Hills by Crab Orchard and Bainbridge, a distance of about 150 miles.

The author continues discussing ferries on the Mississippi, by means of a reference to Sneed's mention of a ferry known as Penrod's Ferry from Elvira to Jonesboro to the lower end of Sessions Island (Island 21). Park observes that Penrod's Ferry may have been in use for a period of time because of the access over the Atwood Mountain Pass and the smaller amount of swampland crossed to reach the river. On this same page, Park begins a discussion titled *Four Passes To the Mississippi River*, which has been excerpted below.

It is noted that there were four available passes over the Pine Hills to the Mississippi River, one being on what is now called Plank Hill (the Old Cape Road), the Sugar Camp Road (now abandoned and lying two miles north of the Plank Hill Road), the Dug Hill which is the site of the present Route 146, and the Rocky Dug Hill is located in the pass through the forest preserve at the Illinois Nursery. These passages all led to the river and were subject to the flooding conditions which might exist at certain seasons of the year on the west side of the hills and so the routes varied, and the ferry points may have varied considerably, We do know that in the much later years the route from Dug Hill to Ware, as served by the Old Corduroy Tollgate Road, which led from Ware to the Willard's Ferry land, was the prominent one in use.

*The Importance of Roads* is the title of a section beginning on page 123. Here Parks observes that the earliest official roadmap might be the U. S. Postal Service map of 1849. Relevant selections are excerpted below.

Other maps appear to be sketches produced by some less than skilled artists, which indicate roads, and some village sites. (Often the real village sites are marked only as identifications for directions on the roads – the villages undoubtedly came much later.) . . . It is noted here that the roads took off in three directions, one westerly to the Mississippi River, on east to Elvira and the town of Vienna and on to Golconda, and the third was the road to Brownsville which led north . . . The county commissioners ordered substantial bridges over Cache and Bradshaw Creeks.

Parks mentions that the county board set prices for all ferries on the Mississippi and Big Muddy Rivers. On page 131 Parks observes that by the late 1820's, in the Mississippi Bottoms, a village named Hamburg was laid out on paper, "There was even talk of a bridge across Cache Creek to attract the traders from Union County. The road from Jonesboro to Olmsted crossed with the Vienna-East Cape Girardeau Road at a place, which became an important site, on paper, as the Village of Peru, . . . this was an important crossroads of the time and the postal routes crossed there at one time." Parks

comments on Camp Ground Church on page 156-157, mentioning that “church camp meetings were often conducted by different denomination at the same place in the same summer season, and that one such notable campground is mentioned as the site later to be used by the Cherokee Indians and then continued as a campground for other churches and brush arbor meetings. It finally became the site of the present Camp Ground Cumberland Presbyterian Church. This is located at the site of the old Cherokee campground on, and adjacent to, the interstate highway and about one-half mile north of Route 146.”

The author begins a section titled “Where did the People Live?” on page 163. Relevant portions of Park’s summary of Union County’s population in 1835 are excerpted below.

The principal town in the county was Jonesboro, with 25 families, seven stores, a tavern, a lawyer, two physicians, and two ministers, in addition to the customary commercial operations as described elsewhere . . . from the east in the Stokes settlement near Mt. Pleasant with 100 families, . . . Immediately south and west of Jonesboro was the Dutch settlement of almost 200 hundred families which comprised a large area of what later became Springville, Weaver Hill and Kornthal . . . All through the Mississippi bottoms along the river 60 or 70 families were scattered.

Parks addresses roads once again on page 164, describing, from Union County Commissioners Reports the road building activity in 1831, excerpted below.

The roads of the county necessarily were across the hills and the creeks and were subject to the mud of the winter, the dust of summer and the constant erosion of floods, . . . the year 1831 there was a good deal of activity trying to secure a road or part of a road on the route from Jonesboro to Snider’s Ferry on the Mississippi River, or to Gile’s Ferry. We do not know exactly where these ferries were located, but it may be presumed that they were in the neighborhood of Session’s Island or a bit farther north in the neighborhood where Willard’s landing later was, . . . there is a record that at one time the merchants over in the Grand chain community were ambitious to place a bridge over the Cache River . . . this was rather a myth and the bridge never materialized.

The Union County Charcoal Road was established and chartered by Winstead Davie, Willis Willard and others in 1846, according to the author on page 183, details of which are excerpted below.

This road was chartered to go from the east bank of Clear Creek, which is what we now call Dug Hill, on Route 146 by the bank of the Clear Creek drainage canal, to the Mississippi River at Willard’s Landing. These men knew that this bottomland, which flooded frequently, was inundated with several lakes and connecting streams that made the passage of a road to the Willard landing steamboat extremely hazardous, costly and virtually impossible at certain seasons of the year. The idea presumably was that charcoal was burned down there in charcoal kilns where there were plenty of trees. This is not known, but it is

presumed that charcoal was hauled to Jonesboro and a road was needed to go the steamboat landing. In 1849 the Union Turnpike Road was charted, which would be the other end of the same road going from the Dug Hill site to the Jonesboro Square. This road went all the way to Willard's Landing and provided a very good thoroughfare for traffic.

Parks brings up roads yet again on page 186, when he mentions Jonesboro's Mississippi Street, as the spot from "whence the routings wandered over steep hills, across creeks and creek-bottoms . . ."

Chapter fourteen, pages 200-206, discusses the Cherokee Trail of Tears. The author begins by revealing that as a boy, he indulged in the common pastime of digging Indian graves, in hopes of recovering a relic or souvenir. Parks quotes excerpts from *Ramsey's Annals of Tennessee*, "Lewis Ross, in charge of subsistence for the detachments at this site, and in company with Lenoir, an agent, hurried to St. Louis to purchased thirty dozen pairs of men's brogans, thirty pairs of white mackinaws, five dozen pairs of boys brogans, and twenty-three army blankets." The author has included a few lines from stories recalled by Miss Node Davie of Jonesboro, the daughter of Winstead Davie, which have been excerpted below.

Her father, Winstead Davie, invited Chief Bushyhead to be a guest at his home during this waiting period. Their teams were kept in the Davie barnyard for the weeks of the layover of the travelers' trains. Her recollection is that her father had recently purchased one of the earliest steam engines to come to the county. This was operated all day to run the sawmill to make trees into plank floors for the Indians' tents. It was run almost every night to grind corn to make cornmeal to feed the Indians and the soldiers in the train and at the camps. She related that each morning the commanding officer would come to her father and pay in gold for the previous day's indebtedness.

The story of Priscilla and the hollyhocks is recounted on page 204. Biographies of Winstead Davie and the Willard family are found on pages 221-222.

**Parks, George E. 1987. History of Union County Illinois: with some genealogy notes. Vol. 3.** 535 p. Available at: Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL Call No. 977.3995 P252h

**Annotation:** This volume contains a table of contents and an index for all three volumes. Included in the index are individuals, business and place names, organizations and other subjects. The bulk of this volume is centered on 1954 to the 1980's.

**Wagner, Mark J. 2003. Archival and historical investigations for the Cherokee Trail of Tears in Union County, Illinois.** Carbondale, IL: Center for Archaeological Investigations, Southern Illinois University Carbondale. Technical Report 03-2. 65 p.

**Annotation:** This report is a study of Cherokee Trail of Tears related sites located in Union County, Illinois, submitted to the National Park Service Long Distance Trails Group Office. The report includes a table of contents and lists of figures, tables and references.

Three objectives were addressed by the study. The first was to examine land, tax, and other records relating to early to several mid-nineteenth-century archaeological sites located within Union County Conservation Area, and determine if any had been occupied during the Cherokee removal. The second goal was to examine records relating to ferries located in Union County during the removal period, and identify their owners, operators, location and type. The third was to review the journals of Rev. Daniel S. Butrick and B. B. Cannon for reference to owners of any of the archaeological sites located within the Union County Conservation Area.

The report contains local historical background and devotes several pages to summarizing what is known of the Cherokee Trail of Tears in Union County. Included is a brief summary of previous historical archaeological investigations of the areas addressed by the study. Wagner's investigations of ferries on the Mississippi River in Union County are found on pages 14-28. Wagner believes the rates set by the court in 1837 for travelers, animals and vehicles were established in anticipation of the Cherokee removal, as they were very specific concerning status of travelers (free or slave) and types of animals. The author discusses various types of ferries and believes it very likely that the type used for Union County ferries was flatboat or current ferries. Wagner then examines in detail the records of operation and ownership, as well as location, of ferries at Green's Ferry (Green's Upper Ferry and Green's Lower Ferry) located at Willard's Landing, and Hamburg Landing. Descriptions of the archaeological sites identified in Union County Conservation Area are found on pages 28-38, accompanied by the author's conclusions regarding associations with the Trail of Tears period (1837 –1839). A brief summary of the journals of Cannon and Butrick is found on page 38. Excerpts from maps dating from 1865 through 1908, tracing the history of the ferry landings are found on pages 39-50. Plan views of several of the archaeological sites are located on pages 52-54. Maps indicating projected locations of archaeological remains at Hamburg and Willard's Landings are found on pages 60-61.

Wagner's conclusions and suggestions for future research are mentioned in Chapter Five, pages 55-59. The author states that it is possible that occupants of six of the nine archaeological sites examined did have dealings with the Cherokee during the removal, particularly in the winter of 1838-1839, although he could find no histories or letters describing such interactions. (p. 55) Wagner determined that three sites appeared to date to the period after the removal. He specifically mentions a site located directly on the former route of the Jonesboro to Hamburg Road, which had shown subsurface farm-related features, but who's owner was reported to live several miles north of the site, on the Willard's Landing Road. (p. 56)

Wagner states that his research revealed three ferries in existence in Union County at the time of the Cherokee removal; Green's Upper Ferry, Green's Lower Ferry (located at "Green's Old Landing" or "Willard's Landing") and Littleton's Old Ferry (located at Hamburg Landing). Wagner suspects that the Willard family's acquisition of a liquor license for the storehouse at Willard's Landing in 1837 and 1838 seems to have been intended to profit off the Cherokee emigration through Union County during those two years. (p. 56) The author's examination of the two journals yielded no information concerning names of Union County residents or descriptions of ferries the Cherokee used to cross the Mississippi River. Wagner states that a literature review of secondary sources revealed that the three leading businessmen of the county, Winstead Davie and Elijah and Willis Willard, all benefited economically from the Cherokee removal. (p. 58) Wagner found that all three variously held ferry, tavern (hotel) and liquor licenses that they appeared to have acquired to make money off the Cherokee passing through Union County. (p. 58) The author notes that Davie and Willis Willard also operated steam mills in order to mill lumber and grind meal, which they sold to the Cherokee and those escorting them. It is mentioned that small businessmen sought to profit off the Cherokee by opening liquor-selling "groceries," "stands," or "houses of entertainment" along the roads of Union County, and that the number of liquor licenses granted by the county (15) in 1838, was the highest ever issued until 1883. Wagner states that as a result of depositions by the Mississippi River, the ferry landing sites are located approximately a quarter mile inland from the present-day river channel. The author believes that archaeological surveys should be conducted at the landing sites, and suggests that soil cores of the two landings could provide information on whether the remains of Willard's and Hamburg landings are buried beneath the sediment.

Wagner feels the sites have potential to provide archaeological information regarding the culture of the local settlers who interacted with the Cherokee, and states that the determination of the exact physical locations of these two landings and their current state of archaeological preservation would be an important contribution into the research and history of the Trail of Tears through southern Illinois (p. 59)

## Special Collections

**Mulcaster, John G. Papers of John G. Mulcaster.** 2 boxes; 26 folders. Container list available. Located at: Special Collections Research Center, Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Collection No. 205.

**Annotation:** Mulcaster (1880-1937) was a native and life-long resident of southern Illinois who spent much of his life researching the history of the area, including a great deal of time in his later years researching the Cherokee removal of 1838, concentrating on their time in Illinois. He corresponded with historical societies, and many local individuals trying to verify information, and served on a Trail of Tears Centennial commission. Box 1 contains a series of 7 folders organized under the heading *Personal Information*. Of interest are folders 2 – 3, consisting of correspondence, divided into Q-K and L-Z; and folders 4 - 5 containing Mulcaster's own notes. Mulcaster kept carbon copies of most of his correspondence. Folders 2 and 3 contain many letters to and from Mulcaster concerning the Cherokee removal, dating from 1933 –1935. Much of the correspondence and Mulcaster's typed notes revolve around Camp Ground Church and Dutch Creek (west of Jonesboro). The references to present day places, etc, in the following narratives date to the time the party corresponded with or was interviewed by Mulcaster, generally in 1933 or 1934. Of particular interest are stories collected from several elderly women, Mrs. Ellen Cox and Mrs. Mary A. Goodman. Mrs. Cox grew up near Mt Pleasant and recalled tales her mother had related when she saw the Indians passing through the area. Mrs. Goodman, born in 1841, remembered her parents telling stories of the Indians. Mrs. Goodman was a daughter of Willis Willard, owner of a mill that ground cornmeal for the Cherokee while they camped near Dutch Creek, west of Jonesboro. Another story comes from a personal interview with Frances Wiggins, of Jonesboro, collected on June 5, 1934. Frances Morgan Wiggins, daughter of James Morgan, who died in 1875 at the age of 83, states:

Her father owned the land along Dutch Creek and was clearing a little field just east of the hills in 1837-38 and was doing so when the Cherokee Indians came along in droves and made their camp in the woods and along the creek near the present Nimmo home which was where he lived and near it was a large flour mill of two stories run by water power which ground the meal for the countryside far and near. The old mill was not running in her day but she well remembers playing near it when a girl and of seeing it fall bit by bit as it decayed.

Wiggins identifies the spot as where the pile of rocks are now located (in Mulcaster's day), between the mound and the present highway bridge. Mulcaster also corresponded with L. S. Beggs, whose mother, Susan Beggs lived with her uncle, John Bridges, at his Bridges Tavern, located in Johnson County, Elvira Township. In 1933, Mulcaster sent a letter to a Miss Bess Parish of Harrisburg, Illinois, of the Daughters of the American Revolution, in which he stated "Camp Ground Church, east of Anna is only  $\frac{3}{4}$  mile north of Route 146, while the camp on Dutch Creek west of Jonesboro is exactly on the same route. And we have located the exact campsite remains of the old water mill and dam



where the Willards ground the meal for these Indians. Of course in these camps hundreds of Indians died during the severe winter and adjacent to this campsite are two large mounds from which the present owner of the land had dug some Indian bones. In my opinion these two campsites deserve markers.” Mulcaster was researching where to place two historical markers, which the Daughters of the American Revolution was sponsoring. Mulcaster also mentions a correspondence with Geo. W. Tibbetts, editor of the *Jonesboro Gazette*, stating that Bushyhead boarded at the Winstead Davie Hotel, which stood on the lot just to the rear of the present First National Bank in Jonesboro. Several other old stories were mentioned.

**Smith, George Washington. George W. Smith Papers.** 5 boxes; 3 cu. ft. Container list available. Located at: Special Collections Research Center, Morris Library, Southern Illinois Univ. Carbondale, Carbondale, IL: Collection No. 17-13-F1

**Annotation:** Smith (1855-1945) was on the faculty of the History Department at Southern Illinois University from 1890 to 1935 and was Professor Emeritus from 1935 until his death in 1945. This collection consists primarily of manuscripts, notes, and correspondence relating to several books authored by Smith, spanning the years 1912-1941. Smith was involved in research concerning the Cherokee Trail of Tears and served on a commission set up to commemorate the centennial of the Cherokee removal. Several folders contain correspondence concerning the Trail of Tears, Cherokee Centennial materials, maps, notes and clippings. Letters found which contain items of interest are discussed. Through a copy of a letter sent by Smith to R. E. Hieronymus of the University of Illinois in July 1936, Smith's history with and involvement in the story of the Trail of Tears can be traced. In the letter Smith states that since first learning several years previously of the removal having passed through southern Illinois, he had corresponded with his former student, Grant Foremen, visited the Cherokee Reservation in North Carolina, located the family who owned the ferry at Golconda which put the Indians across the Ohio and located the grandson of the ferryman who “set them” over the Mississippi west of Jonesboro. He says that he knows where they camped in Kentucky, Illinois and Tennessee and has been all over the trail “every foot of it in Illinois, and the same in Kentucky and Tennessee.” Smith mentions that Mrs. Schuh, as Chairman of the “Historic Spot” Committee in the southern Illinois region of D. A. R. was very active in the project, as was John Mulcaster and his wife.

In a letter to Smith, dated December 1935, Winfield Scott, a former student writes,

My father lived about 2½ to 3 miles west of Wool now Old Brownfield. Just ¼ or ½ miles east of our home, which sat on a hill, was a creek. This in the early day before drainage became common contained many waterholes. The bridge which now spans the creek is much shorter than the old one since the hole is now dry for most of the year . . . The backwater in March was often ¼ miles wide in the meadows north of the bridge. I can hardly separate my facts and my fancy concerning the Cherokees. It seems to me that father reported a 1000 to each encampment. Were there 10 encampments? . . . Government agents preceded the Indians and purchased food supplies from the farmers. One death occurred while

the Indians were at this camp. The grave is on our old home farm 1/8 miles west of the bridge and 1/8 mile south of the old road. We respected this grave as long as I worked on the farm. I presume it has been plowed over now, however.

A letter written to Smith in 1936 discusses a Mr. Green of Urbana, Illinois, whose grandfather had built and operated the Old Green's Ferry. Green is said to have preserved none of the family letters or records than might be of use, other than the record for the sale of the ferry and other property. A daughter of Green's returned a letter to Smith, dated July 1936, in which she gives her father's answers to Smith's questions. Her father believes that the Indians used rafts for the crossing instead of using the ferry; that yes, the ferry was a steamboat; that her father had heard of the Indians camping at the James Morgan farm. In her father's day, the ruins of the old mill near the Morgan farm was still standing. An undated postcard to Smith from Mulcaster remarks "We should have a map of Southern Illinois showing route 146 as it is then mark the old road, I do not believe it deviates from it over a mile at any place and crosses it many times, look at the old atlas, the Pender home in Section 29, Glassford Section 34 Elvira and McCorkle Section 3 Vienna are all land marks identified as there when the Indians passed."

Smith received a letter from Minta R. Foreman, youngest daughter of Rev. Stephen Foreman in February of 1939; in which Foreman mentions that she was always told that the third son of Rev. Foreman was born while the family was camped, waiting to cross the Mississippi.

The collection contains a few reprints of articles from historical journals. Clippings from various newspapers are included. An article from the *Mounds Independent*, dated November 23, 1934, relates the history of the removal while on reporting on a fieldtrip led by Smith to the various sites associated with the removal. According to the report "Route 146 follows rather closely the old Indian trail which was a mail route before the Indians traveled that way. As one follows the slab he can see, first on one side and then on the other the sunken trail worn down by many years of travel." The article states that the first town of historic interest on the trail west of Golconda is Waltersburg. The reporter then mentions the W. C. McCorkle home, situated six miles east of Vienna. Dutchman's Creek is mentioned next, as a spot where the Indians encountered their first delay after crossing the Ohio, being held up by heavy rains and snow for a month.

Bridges Tavern, a large old double log building situated about four miles west of West Vienna was next on the tour. Still standing at the time, the article states that the building was boarded over with siding and used as a barn on the farm of Aunt Sally Bridges, "where also stood a large two-story house with natural stone chimneys at each end. A visitor may still see the huge rafters of the tavern, the huge hand-hewn logs and the door studded with hand-wrought nails." The writer points out that the Indians made a permanent camping ground and remained for some time at a spot about one mile from the Tavern, not far from Pleasant Grove Church where, it was reported, a clump of trees making their burial ground still stood. Continuing, the reporter refers to the site of an old water mill and a spring, and Camp Ground Church. Continuing onto Jonesboro, the group

observed the old Davie home, located behind the bank, as the place where Jesse Bushyhead stayed. Reference is made to the Morgan farm, west of Jonesboro.

One folder contains a number of photographs relating to the Trail of Tears. In this file are found several photographs of interest; an old house labeled “Home of Berry who moved Cherokees across the Ohio River, across river in Kentucky from Golconda”; McCorkle house, “built in 1824 on land near Vienna . . . camp a half a mile away”; Bridges Tavern, “on Trail of Tears in Johnson County, Illinois west of Vienna where Indians bartered for whiskey and food stuffs at tavern store – John Bridges”; and several images of the historical markers placed along Route 146.